CYCLE NEWS®

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Riding Ricky Johnson's YZ250

Camel Pro Road Racing in Minnesota

Sturgis Black Hills Classic

Desert-Speedway-Motocross-Drag Racing-New Products-Comics and More!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP BY PAPA WEALEY

Randy Mamola (Hon) won the final round of the '84 World Championship Road Race Series, the San Marino GP which ran in Mugello, Italy, on September 2. Second went to Raymond Roche (Hon), who was followed home by Ron Haslam (Hon) and new World Champion Eddie Lawson (Yam). The final point standings show Lawson the champ with 142 points, Mamola second with 111, Roche third at 99, injured Freddie Spencer fourth with 87, and Haslam fifth with 77.

Manfred Herweh (Rea) won the 250cc GP at Mugello, while Carlos Lavado (Yam) was second. Christian Sarron is the division's champ, and he finished the season with 109 points. Herweh was second in the final point standings with 100, while Lavado finished third with 97 points. The 125cc GP went to Maurizzio Vitali (MBA), and Gerhard Waibel (Rea) was the winner of the 80cc GP.

The four-hour endurance race scheduled to run in conjunction with the September 15-16 Pro-Am at Willow Springs Raceway will be post-entry only at $100 per team; up to four riders and an alternate are allowed in the event, which will run from 4:00 p.m. to 8:00 p.m. on Saturday, September 15. There will also be a Lockhart 600cc Superstreet race run on September 16, between segments of the two-part Superbike race. For more information call 714/682-9649.

Anybody who can't wait another minute to find out the latest with the Harley-Davidson-sponsored Land Speed Record Attempt by Dennis Manning's streamliner, "Tenacious," call call 414/368-6259 for a recorded hotline message.

Sam Wills (Kaw) topped Brian Johnson (Kaw) in the September 3 NMRA Top Fuel final during the National Hot Rod Association U.S. Nationals at Clermont, Indiana's Indianapolis Raceway Park. Wills turned in a 7.28 second, 192.10 mph run to edge Johnson's 7.35/192.30 pass. The Funny Bike final saw George Bryce (Suz) post a 7.61/178.92 final run to beat Terry Kizer's (Kaw) 7.63/178.21. Elmer Trett sustained a broken bone in his left hand plus a badly tweaked left ankle and knee in addition to cuts and bruises in a crash during the opening round of Top Fuel qualifying. Trett's Kawasaki-based Top Fueler was heavily damaged.

Scott Head, riding a Montesa for Cosmopolitan Motors, clinched the AMA/NATC National Trials Championship by winning the last three events of the eight-event series. All three were held in the Pacific Northwest over the Labor Day weekend.

The wages of stardom: According to a press release sent out by ProSports Consultants, Inc., 1984 AMA/Bel-Ray Grand National Motocross Champion David Bailey, 22, has earned $500,000 so far this year.

Bruce Sass, Rusty Sharp and Tom Marquardt won the August 25-26 Aspen Six Hour at Colorado's Woody Creek Raceway, riding Woody Witte's YZ495 Yamaha. Roberto Pietri and Ricky Orlando finished second on a Honda VF500F, two laps behind.

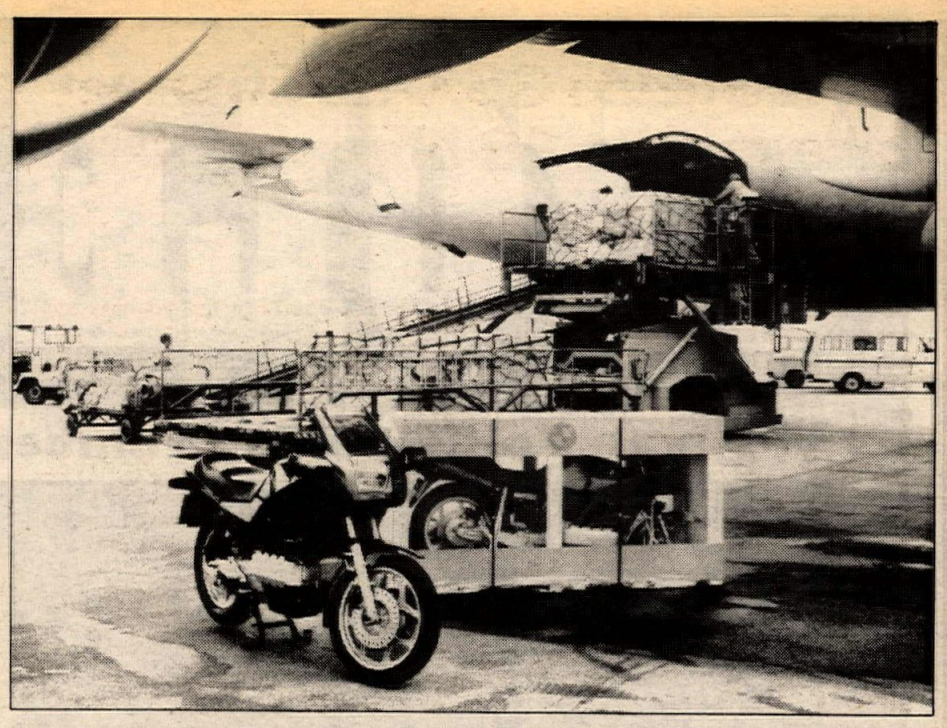
Battle of The Twins racer Devin Battley has been awarded $2500 from BMW of North America for being the highest-placed BMW pilot in mid-season BoTT points standings. Burt Stuckert received $2000 for being the second-highest-placed BMW rider, Phillip Friday got $1500 for third, and Richard Weber and Wayne Reiss each received $750 for being tied for fourth BMW rider in the points. The balance of BMW North America's $22,500 points fund will be paid out to the top five BMW riders in the final points standings at season's end.

Reversing a policy set three years ago, SCORE International President Sal Fish announced that entries for the motorcycle classes of the September 15-16 Off-Road World Championships will be open to all motorcyclists. The announcement ends the requirement that riders have to have ridden in at least two SCORE desert events to enter the annual short-course event. "We're hoping to enhance the entry list, and as a result, the payback to the riders," said Fish. Entrants in the five SCORE motorcycle classes — 125, 250cc, Open, Over 30 and Over 38 — will compete in the two motos on Sunday, September 16. For more information, call SCORE at 818/889-9216.

Denmark's Erik Gundersen scored 14 of a possible 15 points to win the World Individual Speedway Championship September 1 at Gothenberg, Sweden. Of the three Americans competing in the event, Lance King turned in the best performance by posting a 13-point score to tie with Denmark's Hans Nielsen for second highest score. However, King lost a run-off to Nielsen and so was third on the victory rostrum. U.S. National Speedway Champion Kelly Moran was fourth with 11 points, while defending World Track Speedway Champion Shawn Moran tied for seventh with seven points.

As the southern California speedway season begins to wind down, Ventura Raceway will host two more events. September 11 will be the Track Championship at the "Commotion by the Ocean," with the regular cast of characters plus Lance King and Robert Pfetzing. September 18 will be the U.S. Best Pairs Championship, featuring the following teams: King/Pfetzing, Bobby Schwartz/Brad Oxley, Dubb Ferrell/John Sandona, and Mike Faria/Kelly Moran. Teams representing northern California, Colorado and the eastern U.S. will also compete.

Hot rumors: The information underground says that Kawasaki will introduce a water-cooled, four-cylinder 600cc sports bike for 1985, sort of a mini-Ninja, styled like a KR500 road racer. Other models expected include a GPz750R and a GPz1000R, the 1000 with endurance-racer styling. In non-American markets a KR350 two-stroke twin is expected; the U.S. will get a 700cc water-cooled V-twin cruiser.



BMW airlifted a batch of K100 models to the U.S. to minimize the effects of a recently-ended metal-worker's strike in West Germany. The first K100s should be in dealerships this month.

Bill Badsey sits astride his Fun Machine, a three-wheeler for the street powered by a Yamaha Vision 550 engine. The Fun Machine sells for $5995 and uses Vision electrics and wiring, gauges, signals, controls, exhaust and final drive. Those parts — and the engines — are being pulled out of complete Visions formerly languishing in Yamaha warehouses; the frames and wheels are being sold off to dealers as spare parts. Badsey also makes an enclosed three-wheeler known as the Badsey Bullet, powered by Yamaha Venture 1200 engines.

The South African Tourist Corporation tells us that on- and off-road motorcycle tours are available in that country. The tours run from five to 21 days, and come complete with rental BMWs, guides, mechanic with a luggage-carrying van, gas, overnight stops and escort services. Details on the tours are available from Bike Adventours, P.O. Box 6293, Birchleigh, South Africa, 1621.

Dick Mann's "first annual" Vintage Dirt Bike Rally is slated for October 14 at Sand Hill Ranch near Brentwood, California. There will be motocross, trials, flat track and hillclimb competition for specific years and types of motorcycles, as well as shows and a swap meet. Before dusting off the Matchless, Ariel or Gold Star, call Mann (415/234-6556) or Britalia Motors (408/295-4341) for the specific details.

Larry Huffman's Motorcycle World radio show is now broadcast on both KEZY 1190 AM in Anaheim and KWDJ 92.7 FM in the Riverside and San Bernardino areas of California. Huffman hopes to take the show nationwide soon.

AMA District 37 is planning to make the Saturday after Thanksgiving a day for motorcyclists of all persuasions. In addition to the classic Barstow-to-Vegas hare and hound, no less than three poker runs are to be offered: one for road riders, another for dual-purpose bikes, and another for pit crews and the general public. Race entries are $60 mail (maximum of 1200 riders) and can be had by sending a check payable to D-37 B to V and three legal-size SASE to B to V '84, 1017 16th St., Apt. A, Santa Monica, CA 90403. Road rider and dual-purpose poker run entries are $15, and the pit crew event is a $5 fee. Entries go to the same address. For more information, contact Ed Waldheim at 213/256-4944. Contributions to D-37's Legal Defense Fund are also welcomed. Remember to mark November 24 on your calendar.

Terry Cunningham (Hus) lost 37 points en route to the overall win at the September 2 Iowa Rattlesnake National Championship Enduro in Winterset, Iowa. John Martin (C-A) edged Fritz Kadlec (Hus)

New Suzuki GSX-R750 street bike makes 98 bhp, weighs 450 pounds wet

TOKYO, JAPAN, SEPT. 3

Suzuki will make a strong bid to retake the 750cc high-performance market with a new oil-cooled, aluminum-framed, inline four-cylinder named the GSX-R750. The new bike, scheduled for public showing at the upcoming Cologne motorcycle show in West Germany, makes 98 bph @ 11,000 rpm and weighs 388 pounds dry — less than 450 pounds with a full tank of gas.

The bike has four valves per cylinder and DOHC with the same type of adjustable-tappet rockers seen in current four-valve Suzuki designs. Bore and stroke are 70 x 48.7mm and the crankshaft runs in plain bearings. Carburetors are 29mm flat-slide Mikunis. The transmission has six speeds and wheelbase is 56.1 inches.

According to insiders, the engine has already been developed to make 130 bph in race trim, and was detuned for street use. Some observers expect Suzuki to offer race kits to return the engine to the 130 bhp figure, and say that the machine is a thinly-disguised racebike built to meet homologation rules for various sanctioning bodies worldwide.

Attention to saving weight in the new bike is considerable, including the use of pressed-in aluminum cylinder liners with a hard metal bore surface. The frame tubes are square cross section with indented sidewalls.

The most interesting feature of the new engine is its cooling system. The cylinders and head are covered with short, tightly-packed air-cooling fins, but the primary cooling method is the circulation of large quantities of oil inside the engine. The lubrication/cooling system holds 5.8 quarts of oil and uses two oil pumps. One pump circulates high-pressure lubricating oil to the crankshaft and through the hollow camshafts to the lobes and rocker arms.

The other pump sends oil through myriad galleries to spray nozzles aimed at hot spots in the engine — such as underneath the pistons and over the valve stems. There are no oil-jackets as such taking the place of water-jackets or large air-cooling fins.

The bike comes with a four-into-one exhaust system and has 18-inch wheels front and rear. The rear suspension system, while still labeled "Full Floater," lacks the rocker assembly used in previous Suzuki systems of the same name. Instead, the system has an abbreviated linkage similar to that used in Honda Pro Link rear suspensions.

The GSX-R750 has dual front disc brakes with four-piston (two on each side) calipers. Top speed of the new Suzuki, which has a full roadracing-style fairing and dual endurance-style headlights, is about 143 mph.

on the tiebreaker checks to finish second overall after both lost 42 points. Eight-time National Champion Dick Burleson (Hus) rounded out the top five overall with a 44-point ride. Cunningham leads the '82 series champ Mike Melton, 237-204, with two rounds left.

"I needed a vacation and some time away from the telephone," said racer-turned-promoter Mike Kidd about racing at Indy Mile doubleheader. "It was really a rush deal. I took the physical for my license on Monday (August 20), sent it right off to the AMA and got the okay to pick up my license at the track when I got to Indy."

Three-time U.S. Formula One Champion Mike Baldwin on the 1985 Daytona Superbike 200: "It sounds like it ought to be neat. That means I can go home two days earlier."

The Continental Motosports Club had cancelled their Four-Stroke Championship planned for September at Saddleback Park; part of the reason a scheduling conflict with the Trans-Cal Series. However, they will still be running the Four-Stroke National at Carlsbad in December.

HosPITal STOP: Jim Perry, 17, crashed at the Labor Day MX GP in Corona, breaking both his legs when hit by another rider. He will spend the next two weeks in traction. Cards and letters can be sent to the St. Joseph Hospital in Orange, California, room #527. •

MOTORCYCLE INDUSTRY CHANGES

Hired Lance Bryson, 29, by Wright Publishing Co., as National Sales Manager for 3-Wheeling magazine.

Hired Reggie Morris, 27, as Business Manager of Gatlin Racing; formerly advertising rep for Black Biker magazine.

Heard From a reliable source; 1985 production Yamaha YZ motocrossers will be white with red stripes.

Named Cycle World magazine's annual 10 Best Bikes, being the Honda Nighthawk S, Aspencade, XL350R, CR250R and CR500R; Kawasaki KX125, GPz550 and Ninja; KTM 250 MXC; and Harley-Davidson FXRDG Disc Glide.

For Sale Joe Parkhurst's Motorcycle Business Newsletter, a $128-a-year, four-page letter published every two weeks, for an undisclosed sum.

Made Over Rich Cox, 34, now a photographer for Petersen Publishing, formerly Senior Editor at Motorcyclist magazine, in the July 1984 issue of Intro magazine, "The Lifestyle Magazine For Contemporary Men and Women;" the magazine shaved Cox's mustache, gave him a new hairdo and wardrobe for a new look.

My OPINION

Sequoia wilderness update

By Bill Herndon

There has been a great deal of misinformation about the potential impact of the Pete Wilson/Alan Cranston California wilderness compromise bill will have on motorcycling in the Sequoia National Forest. That "the entire area will become wilderness" as a result of the legislation — recently passed by the Senate — is not only premature, but incorrect.

Under the worst scenario, our present 206-mile network of motorcycle trails would be cut to 56. According to a key Forest Service representative, the maximum loss will not be anywhere near that, about 40 miles lost. Trails that are cut off or "landlocked" will have new sections built around wilderness borders to make hook-ups and loops wherever possible. The Forest Service also said that there are plans for 100 additional miles of trail in the area.

A quality map outlining wilderness areas was sent to us by Sequoia National Forest Landscape Architect Norm Carpenter. Although still approximated, the boundaries are more definitive than anything released by Wilson's or Cranston's officies.

While a "corridor" approach between areas to certain trails (Wildrose and Siretta, etc.) advocated by one of Wilson's staffers looks like a tough thing to accomplish, there is some flexibility. If not through the wilderness zones themselves, then surely in the boundaries, or "buffer zones." While the specific wilderness zones may be absolute, the management of buffer zones is up to the jurisdiction of individual Forest Service districts.

If anything good can come of this diabolical idea of "creating" wilderness in areas riddled with designated two-wheel ways, four-wheel ways, asphalt roads, graded dirt roads, buildings, bridges, culverts, Air Force jets flying overhead, and other various impacts of man, it is this: A specific motorcycle trail rebuilding plan can be rolled into action.

More than any other project in the state of California, this area justifies and should get a massive infusion of Green Stickie monies. Every rider who uses the area should request it of the California Off-Highway Motor Vehicle Recreation Commission, P.O. Box 2390, Sacramento, CA 95811, and also make their wishes known to Jerry Gelock, Recreational Officer, Sequoia National Forest, 900 W. Grand Ave., Porterville, CA 93257, 209/784-1500.

The requests, as specific as possible, should be made immediately so that they could be enacted in 1986. Fiscal year 1985 has already been allocated.

THE NATIONAL PAPERS

By Roxy Rockwood

Tradition was broken last year when two events were added to the AMA Grand National circuit, otherwise known as the Camel Pro Series.

For many years tradition had it that the dirt portion of the series started and finished in California. Tradition also stated that the Grand National title would be decided year after year at the Ascot Half Mile, or, on some occasions, the San Jose Mile.

The title last year was decided on a temporary, rough-and-bumpy TT track in the Silverdome at Pontiac, Michigan. Ricky Graham won the race but lost his title to Randy Goss. Typical Camel Pro Series endings.

This year the Silverdome indicated they again wanted a race but it was wisely dropped before the first event of the year was ever run.

This now leaves the mile at Springfield as the final event and for the second year in a row this will be the last mile of the year.

But western promoters are accustomed to giving the fans not only a race but a title-clincher as well and it shapes up as more-than-possible as the final four races of the year in California come up.

The riders have to pack it up fast in far off Syracuse, New York and put on one of the best van and truck races of the year to get to San Jose for the Sunday, September 16th mile.

The next weekend has something new and something old. There will be *two* Nationals at Ascot on the weekend of September 21-22. A National TT has been added for the 21st and the annual last-half-mile-of-the-season will run the next night on the 22nd.

But there is more good news for those that live west of the Rockies. The first Saturday night in October finds a new first time fall mile at Sacramento. San Jose, Indy and Springfield all have two miles each year, so why not at Sacramento? The date is October 6th.

So with four, instead of two, final western Nationals it is everything but certain that one of them will be hosting the final showdown between "Randy & Ricky" to decide who will be the Grand National Champion.

Graham or Goss will have to have more than a 20-point lead leaving California, otherwise the title pursuit goes to Illinois where they used to give out the number one plate years ago for just showing up and winning the main event.

All the seats were filled at both San Jose and Sacramento last spring when the first two miles of the season were run. But you can never sell out a mile in total — if you don't mind standing up.

The Ascot TT has a rematch going for it between Doug Chandler and Jorgy Jorgensen. The two riders raced wheel-to-wheel the entire 25 laps last April in the closest one ever run in Gardena while turning left and right and jumping.

The Ascot Half Mile is one that I (and a lot of others) have been waiting for. Remember when the race was

(Continued to page 11)

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ON THE FRONT PAGE: Soon after he clinched the 250cc National title, we rode Rick Johnson's production-based YZ250L Yamaha at DeAnza Cycle Park. Riding impression and an inside look at RJ's bike begins on page 16. Photo by Rex Reese.

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voices

More against drugs

In reference to Larry Jensen's letter in your August 29 issue: I do not have a B.A. in psychology, philosphy, law or sociology but I think I do have good common sense, and common sense tells me that Dr. William Halstadt was an exception as far as a junkie living to a "ripe old age."

Mr. Jensen didn't happen to mention what the good doctor's cause of death was, did he?

I also like the part about how a "simple bust" can do more harm to a person than the drug itself.

I would like to introduce Larry to a friend of mine who never once got busted, but he has been getting stoned for so long he is about as productive as a neutered animal. He was once a straight A student. Now he walks around the neighborhood talking to trees — just another guy with a problem where drugs are not responsible.

Let's face the fact: drugs of any kind don't make it. And let's stop the bull about putting coffee in the same category as heroin. The next thing you know, people will tell you drinking Coke leads to pot — remember that one.

Listen, I got high on just about everything for 15 years. I had to learn the hard way and nobody could tell me what to do. I knew it all. And let's not get together and say "It's not going to happen to me." That's what three of my friends said. They're no longer here thanks to downers and junk.

I take my hat off to people like Keith Code who, when they see something wrong, have enough guts to stand up and do something about it.

BOB KING
Redlands, CA

Wheelies, wheelies for the poor

I would like to start my own organization to raise money to help feed the starving people in various parts of the world. There will be no profit received as 100% of the funds received will go for this cause.

For several years I rode motorcycles in the street and in the dirt, with a large part of the time spent doing trick performing (wheelies and jumps). Now I would like to use this skill to perform for gatherings of people and let them know the reason why I'm doing it; to raise funds for people less fortunate than we.

What I need to do is to get in contact with someone who has had previous experience in performing said motorcycle stunts. I have read your paper quite often, and have seen articles in the Latest Poop concerning stunt riders. I would like to be able to get an address or any information that could assist me in this endeavor. If you can help me in any way it would be greatly appreciated. Thank you.

CHARLES WILLIAMS
2844 Lane Dr.
Concord, CA 94518

Steve Oort says thanks

I have retired from racing the National circuit. A thank-you to Tom and Linda Heyser of Heyser Cycle of Laurel, Maryland will never be enough to show my gratitude for years of continued help, faith, a place to sleep and a home away from home. Tom Heyser is truly a motorcyclist and backs his sport by helping young guys like myself. Whenever I hear the word "sportsman" I think of Tom Heyser.

I would also like to thank Simpson Helmets, Castrol Oil, Steve Storz, Larry Schaffer and all the employees at Heyser Cycle. Without all their help an already rocky road would be filled with boulders. Again, many thanks.

STEVE OORT
1983 National #61
Anaheim, CA

Production motocrossers

Being a race fan, a rooter for the underdog and a Yamaha rider, I am very pleased that Ricky Johnson has won the 250cc National Motocross Championship. I believe that Yamaha got more advertising and real R&D out of this season due to the use of production-based bikes by Ricky and Broc Glover, than the other factories did by racing factory specials. Johnson won the title in the most talent-packed class against three former National Champions (Mark Barnett, Kent Howerton, Bob Hannah) and two proven newcomers (Ron Lechien, Billy Liles), all on works bikes.

It is my hope that the other factories see the wisdom of Yamaha's decision to race production bikes to lower cost and increase fan interest while selling more bikes.

JEFF PESTKA
Rio Rancho, NM

More drugs

Your contention that "the best riders don't do drugs" can only be upheld if you omit alcohol from the catagory of "drugs." However, alcohol clearly is a drug and clearly the best racers the world has seen do not include alcohol on their personal list of "never touch the stuff."

I certainly am not arguing that an alcoholic racer is doing himself any favors. But it is true that even the best use alcohol in moderation, and even occasionally use it to excess.

One need only to look at the festivities after a World Championship road race, or any other race, to catch the winner frequently getting more than just a little bit smashed.

These winners and champions have in common the sense to party after the race and not before. But your absolutist pronouncements just do not stand up to an examination of the facts. I do not "favor" drugs. I merely advocate common sense and the principle of moderation, and I deplore overstatements and hysteria.

LARRY JENSEN
AFM #803
Los Gatos, CA

This exchange started when we came out against the use of marijuana, cocaine and alcohol by riders in the pits prior to races. Your last letter, printed in our August 29 issue, made a case that use of drugs, including cocaine and heroin, did not preclude "major scientific or cultural contributions to our society." Your letter stated that "drug use (is) not a black and white issue." That certainly sounds pro-drug to us... Editor.

Too many drugs

After I read Larry Jensen's letter I had to send my opinion in. This man obviously has done too many drugs himself to feel so strongly for drug usage to think it could make somebody successful. I don't race and I've never been to college like Jensen has, but I'm still smart enough and skilled enough to know that drugs and road racing don't mix at all. Your reply to Jensen's letter summed it up by mentioning that those who use drugs will never be the best.

Please continue your features with Keith Code. Jensen should do us all a favor and stay off the track.

TERRY EANNETTA
Bravo Company
FPO San Francisco, CA

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TEN YEARS AGO

Yamaha's **Kenny Roberts** left the field in the distance as he recorded a victory in the 75-mile AMA National road race at Talladega, Alabama. Teammate **Don Castro** finished second ahead of Yamaha-mounted privateer **Jim Evans,** with Suzuki's **Barry Sheene** fourth. Roberts also rode to victory in the Junior/Expert Combined race, where Florida's **Ted Henter** was the closest competition. Jay **"Pee Wee" Gleason** and **Pat Hennen** dueled all the way through the Junior race, with Hennen finally taking the win. In the Novice event it was California versus Connecticut, with **Skip Aksland** besting **Richard Schlachter** to take the brass back to the west coast.

The AMA's National Motocross season came to a close at New Orleans, Louisiana. In the 250cc class Can-Am's **Gary Jones** won the first moto, and although flat tires dropped him to 20th in the second round and 10th overall, he still took an unprecedented fourth 250cc National Championship. Texan **Kent Howerton** took the day's overall win on a Husky, placing 2-3 to best the 5-1 of Can-Am's **Jimmy Ellis,** with **Frank Stacy** third overall on an Ossa. In the 500s, Husky rider **Gary Semics** went WFO to win both motos, with Maico's **Steve Stackable** finishing second ahead of new 500cc National Champ **Jimmy Weinert** of Team Kawasaki.

Russian **Guennady Moissiev** won the 250cc World Motocross Championship, but he and his countrymen did it with all the gentility of current-day Russians in Afghanistan. The scene was the final round of the series in Switzerland, and Moissiev only had to finish in the top 10 in one of the motos to secure the title, even if rival **Jaroslav Falta** (CZ) won both. Moissiev eventually DNF both motos; his sole contribution was to knock Falta down in the first moto. The Czech recovered to finish third. In the second moto Falta was again leading, and another Russian, **Victor Popenko** on a CZ, again crashed him intentionally, cutting a six-inch gash in Falta's shoulder with his footpeg. Again Falta pulled victory from the grasp of disaster, winning the moto by five seconds. Politics finally settled the matter; despite Falta's courage, he lost the title when the FIM jury penalized him 60 seconds for jumping the gate in the second moto, dropping him from first to eighth.

Jim Holley had quite a night at a CRC motocross at Indian Dunes in Valencia, California. Holley won the Mini Advanced class on a Honda XR75, then came back to place third in the 125cc Beginner class. On the same motorcycle.

In minicycle action at the Atlantis flat track in Garden Grove, California, Indian rider **Kelly Moran** took the 80cc Modified main event and the trophy dash.

CZ riders **Pete Maly** and **Robert Hannah** finished 1-2 in the 250cc Expert class of a motocross at southern California's Saddleback Park.

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B & K Ski-Doo Center
P.O. Box 3098
Chico, CA 95927
916/342-8622

D.H. Cycle & Accessories
1432 McHenry
Modesto, CA 95351
209/524-1432

Frisbie's Auto Repair
6229 Eastside Road
Redding, CA 96001
916/241-1832

Jorgy's Motorcycle Sales
2955 N. Wilson Way
Stockton, CA 95295
209/463-2912

Performance Cycle
240 S. Loara
Anaheim, CA 92802
714/991-7210

Snyder's Chain Saw Service
1898 Superior St.
Burney, CA 96013
916/335-2579

Warren's Harley-Davidson
321 N. Main St.
Salinas, CA 93901
408/424-1909

Yamaha of San Luis Obispo
1357 Monterey
San Luis Obispo, CA 93401
805/543-6723

Colorado
Congers AMF
1905 E. 4th St.
Pueblo, CO 81001
303/542-6032

J & J Yamaha
5958 S. Road 106
Alamosa, CO 81101
303/589-6461

Kawasaki West
6851 W. Colfax Ave.
Lakewood, CO 80215
303/232-8787

Rampart Cycle
407 Auburn
Colorado Springs, CO 80909
303/574-6399

Sports Center of Grand Junction
2585 US 6 & 50
Grand Junction, CO 81501
303/243-7148

Valley Ski-Doo
P.O. Box 805
Hotchkiss, CO 91419
303/872-3444

Idaho
Panhandle Prop.
850 N. 4th St.
Coeur d' Alene, ID 83814
208/667-9663

Montana
R & B Cycle Sales
111 N. Main
Conrad, MT 59425
406/278-3481

Reiter's Marina
Box 1198
Billings, MT 59101
406/252-9341

Smith & Jones Coachworks
1804B N. Ave. W.
Missoula, MT 59801
406/728-5341

Monty White Sports
3547 Harrison Ave.
Butte, MT 59701
406/494-5880

Z & Z Motorsports
P.O. Box 725
E. Helena, MT 59635
406/227-6485

Crazy Mountain Can-Am
Box 162
Clyde Park, MT 59018
406/686-4921

Nebraska
The Cycle Shop
314 "E" St.
Fairbury, NE 68352
402/729-3757

Nevada
Michael's Cycle Works
1923 Hwy 50 W.
Carson City, NV 89701
702/883-6111

New Mexico
Competition Cycle
606 W. Aztec
Gallup, NM 87301
505/863-5263

G & G Off Road
P.O. Box 536
Chama, NM 87520
505/756-2496

Harold's Husqvarna
313 Louisiana St.
Albuquerque, NM 87108
505/256-9587

North Dakota
Bennie's Cycle Service
3701 S. Broadway
Minot, ND 58701
701/852-0874

Oklahoma
Hugo Kawasaki & Can-Am
P.O. Box 239
Hugo, OK 74743
405/326-2261

Mid-Del Motorcycle Sales
2232 S. Air Depot Blvd.
Oklahoma City, OK 73110
405/732-0212

Mud, Sweat & Gears
4303 Cache Rd.
Lawton, OK 73505
405/355-1808

Texas
Amarillo Hobby House
4127 W. 34th St.
Amarillo, TX 79109
806/355-2921

Lewis Ashby's Cycle Hut
1021 E. 7th St.
Odessa, TX 79761
915/337-3297

The Cycle Shack
5218 - 34th St.
Lubbock, TX 79407
806/797-7449

Motorcycle Specialties Int'l.
748 Harrison Lane
Hurst, TX 76053
817/268-6875

Utah
Jerry's Cycle
209 N. Washington Blvd.
Ogden, UT 84404
801/393-3413

Stewart's
6601 S. State
Salt Lake City, UT 84107
801/263-2600

Twin Wheel Cycle
602 N. Main
Layton, UT 94041
801/544-0717

Wyoming
K-Motive
P.O. Box 415
Green River, WY 82935
307/875-9205

MX Cycle & Repair
2616 Cowgill Rd.
Cody, WY 82414
307/587-2454

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IT'S GRAHAM'S SHOW ON INDY SUNDAY.

Ricky Graham wins August 26th Indianapolis Mile.

On Indy Sunday Team Honda premiered a red hot show. And Ricky Graham was the featured player in an all-star cast.

Graham teamed with Honda co-stars Bubba Shobert and Doug Chandler to demonstrate their box office potential from the start. Sneak previewing their speed in the heats. And leaving a mob of extras to eat their dust in the main.

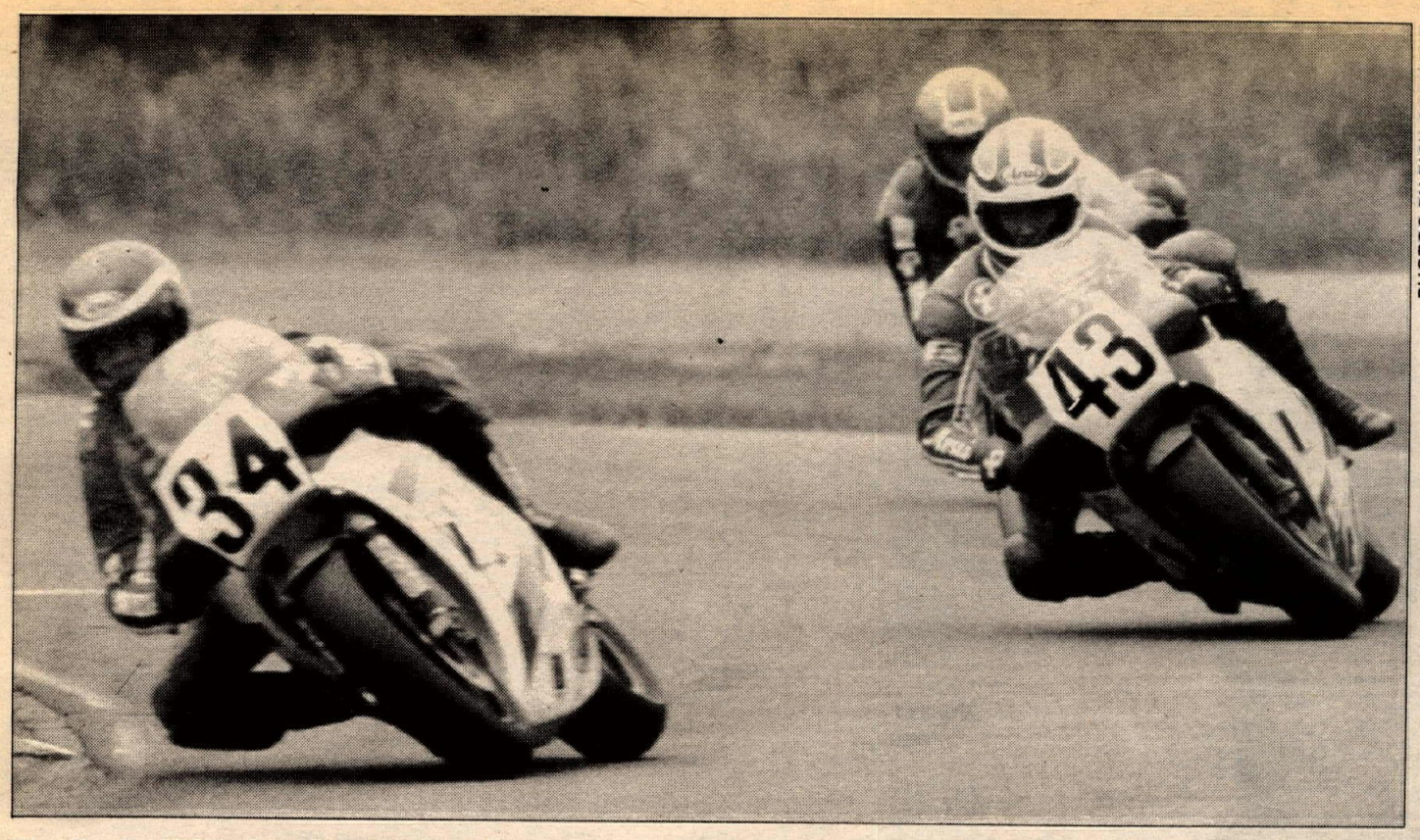
Team Honda gets top billing thanks to its technically advanced 750 V-twins. Powered by dual overhead cam, four-stroke engines. Equipped with Honda's exclusive Pro-Link™ rear suspension. And kept ready for action by a strong supporting cast made up of tuners like Sparky Edmonston and Dave Hubinsky.

How did the guys in the white hats do on Indy Sunday? Graham first. Shobert second. Chandler fourth. And how is Ricky Graham cast in the AMA Grand National Championship/ Camel Pro Series with just six events to go?

As the leading man.

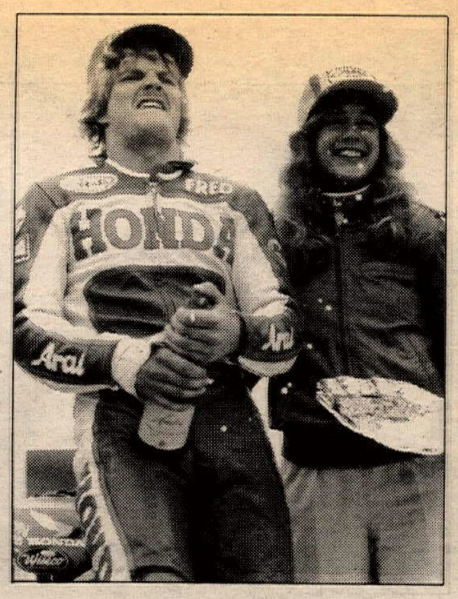
HONDA

FOLLOW THE LEADER



PHOTOS BY RICK CORWINE

Wes Cooley (34) led the Formula One race until crashing; Mike Baldwin (43) won with Richard Schlachter second.



Fred Merkel's pinned wrist worked well enough to win the Superbike race.

AMA Grand National Championship/Camel Pro Series: Round 26

Cooley crashes, Baldwin wins race and title at Brainerd

By Gary Van Voorhis

BRAINERD, MN, SEPT. 2

Honda's Mike Baldwin, battling less than perfect track conditions caused by on and off rain which eventually halted the National after 18 of the 25 scheduled laps had been run, grabbed his fifth Formula One victory of the year and with it his third straight series crown. Rich Schlachter and Randy Renfrow made up the celebration in the Pepsi/Honda Classic winner's circle for a Honda RS500 sweep of the top three spots. Jimmy Adamo, on a Cagiva 500 GP bike, placed fourth with Yamaha TZ750 rider Dan Chivington fifth.

The checkered flag coming out at the end of lap 18 caught all riders by surprise. "Portions of the track were wet, especially turn two," said AMA's Bill Boyce, "and with everyone on slick tires we didn't want to risk the possibility of accidents. We had reports the riders were sliding around, and with the race well over halfway finished, decided to drop the flag and call it final."

Although Baldwin has clinched the title, there are still close point battles throughout the rest of the top 10. $25,000 in Camel Pro Series money is up for grabs to the top five in the standings at the end of the season. Schlachter leads Renfrow in the fight for second, 71 points to 67, while Wes Cooley, at 58, holds a 12 point advantage over fifth place Doug Brauneck.

Heavily overcast skies, a wind which was constantly changing direction and a mid-50 degree temperature greeted the 28 riders gridding for the National. Although there was serious question as to whether the rain would hold off, all riders started on slicks on the dry track. The biggest worry was that rain would fall on only some parts of the track as had happened in earlier races.

Baldwin led the start down the mile long front straight, but it was Cooley, with a late braking maneuver in turn 10, who led at the end of the first three-mile lap. Mike Baldwin, Schlachter, Miles Baldwin, Renfrow and Adamo were in tow.

Adamo had been a surprise in qualifying, taking the Team Leoni Cagiva 500cc square-four GP bike to fourth fastest behind the RS500 Hondas of Mike Baldwin, Cooley and Renfrow. Schlachter filled out the front row on another Honda while Miles Baldwin was the fastest of the TZ750 riders in sixth.

Miles ended his day with a spectacular crash in the esses as his bike went end over end down the track while he tumbled alongside. He sustained a battered, but not broken, right ankle.

By lap three, Mike Baldwin and Cooley had opened a 30 bikelength gap on Schlachter as Adamo and Renfrow began a duel which would last to the finish. Chivington was running sixth ahead of Gregg Smrz and Brauneck while Steve Gervais held off Sam McDonald. Dirt trackers Doug Chandler and Bubba Shobert, on 850cc versions of Team Honda's Interceptor Superbike, ran 10th and 11th.

It began to mist and then rain lightly on the back half of the track by lap five as Cooley took the lead and began to inch away from Baldwin. Schlachter stayed close and the top three had a nearly 16 second gap on the battle for fourth between Adamo and Renfrow.

Cooley held the lead through lap eight as the pace slowed slightly due to wet/slick areas on the track. On lap 10, Cooley's ride out front came to an end in a crash in turn six.

"The track was wet, but it wasn't bothering me," said Cooley. "I came up on some slower riders just before the esses and figured I could gain some ground on Mike if I passed them before turn six since the track is pretty much one line for a distance after that. Everything felt fine as I got on the brakes for the turn, then the front end started to slide as I touched one of the white paint marks. I couldn't get my foot off the peg fast enough to try and keep it up. The only thing that really got damaged was my pride and my ego."

Cooley slowly rode his bike back to the pits one lap later and parked it. Meanwhile Baldwin picked up the pace and pulled out an 11-second margin on Schlachter by lap 12. Renfrow held the edge on Adamo in their third place duel while Chivington cruised along, a distant fifth.

The halfway flags on lap 13 saw a battle for sixth shaping up with McMurter holding an edge over Brauneck, Russ Paulk, in his first-ever AMA Formula One National, and Smrz. Chandler held 10th while Boonie Knott was ahead of Shobert. At the finish, the top 12 would be nearly identical to their positions at halfway.

The misting began again late in lap 15 while Baldwin held about 12 seconds over Schlachter. Then it began to rain in turns one through six and Baldwin slowed his pace rather than risk an accident. Schlachter kept the gas on and closed to within six seconds on lap 17.

The checkered flag at the end of lap 18 caught Baldwin by surprise and he slowed as he took it. Schlachter, having gotten to within challenging distance, sprinted to the flag and closed Baldwin's margin to about 30 bikelengths at the flag.

Adamo, riding right on Renfrow's rear tire, each time they came off turn 10 while plotting last lap strategy, saw his plans go away as both saw the flag and it was too late for Adamo to make his move for third.

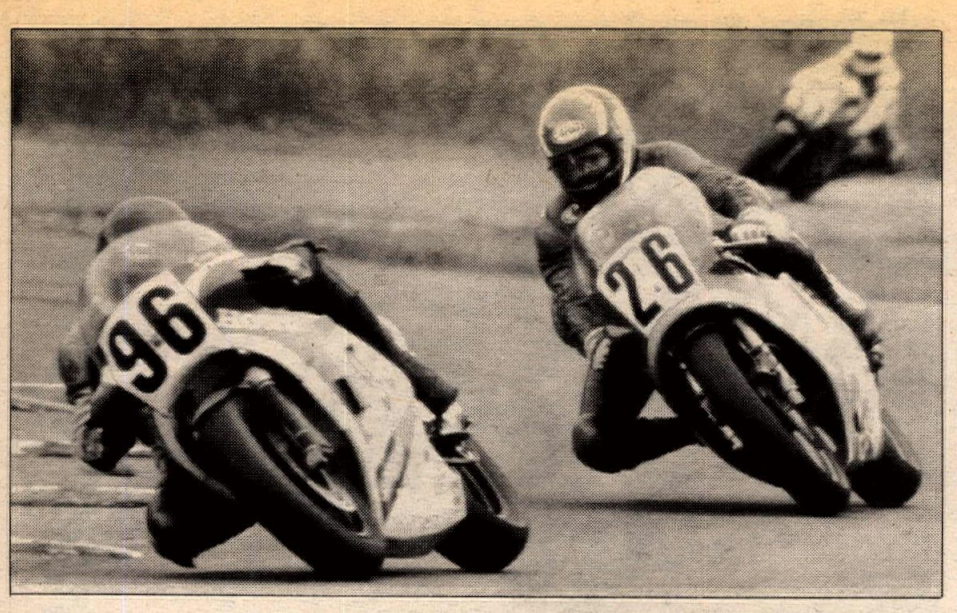
Chivington cruised home in fifth while McMurter chose the wrong time to stop to get his gear shift lever tightened. Brauneck led off turn 10 as McMurter slowed and pulled off the track while his crew frantically waved him back on the track. Paulk was already slowing down after getting the flag when McMurter roared past the starter, now in eighth. Smrz led Chandler home to round out the top 10.

"I was surprised by the flag," said Baldwin. "The track was wet so I slowed down some, but it wasn't that bad for racing. It feels good to clinch the title before the final round. I hope Eddie Lawson can race at Mid-Ohio like he says he wants to. I don't have to worry about the title so it could be a very interesting race."

"I don't think they should have stopped the race or if they were going to then they should have given us a white flag to tell us there was one lap to go," said Schlachter. "They could have red-flagged the race, checked the track conditions and restarted us."

"I was surprised," said Renfrow. "We were sliding around a bit out there, but track conditions were a lot worse when it was raining in the early laps. Jimmy and I were having a good dice and it probably would have gone to the finish if the race went the full distance. Every time it rained, Jimmy would close it right up."

Adamo wasn't at all pleased with the shortened race. "I was waiting until the final lap to make my move on Randy," said Adamo. "I'm sure I could've nipped him for third if I had known the checkered flag was coming out. Randy's bike was definitely faster on the straightaway, but I could



Randy Renfrow (96) held off Jimmy Adamo's square-four, two-stroke Cagiva (26) for third; that's Danny Chivington in the background.

Rueben McMurter (24) led Sam McDonald (29) and Fred Merkel early in the Superbike race; they finished Merkel-McDonald-McMurter.

make up time in the tighter corners."

The rider with the biggest smile was seventh place finisher Russ Paulk "I feel great," said Paulk. "I'm not sure what Rueben did, but I'll take the gift. I was wondering how I was going to get around him because while I had power on him on the straights, he had me covered in the tight sections. This is my first AMA Formula One race and I had good support from Ron Mass, who helped build the engine, and sponsors Team Hammer, Cycle Nuts and Bolts (of Clarkston, Georgia) and a lot of friends at Southern Tech."

"Of all the times for them to throw the checkered flag," said McMurter. "I wasn't looking at the finish line or I wouldn't have pulled over. The shift lever was working itself loose and I didn't want it to come off in the final laps and leave me stuck in one gear. I felt I could stop, get it fixed and only lose one or probably two positions since I had a gap on the riders behind me."

Results

FORMULA ONE: 1. Mike Baldwin (Hon); 2. Rich Schlachter (Hon); 3. Randy Renfrow (Hon); 4. Jimmy Adamo (Cag); 5. Dan Chivington (Yam); 6. Doug Brauneck (Yam); 7. Russ Paulk (Yam); 8. Rueben McMurter (Kaw); 9. Gregg Smrz (Hon); 10. Doug Chandler (Hon); 11. Boonie Knott (Suz); 12. Bubba Shobert (Hon); 13. Kevin Monahan (Kaw); 14. Dwayne Wassberg (Kaw); 15. Dave Kieffer (Kaw); 16. Hap Eaton (Yam); 17. Dave Schlosser (Yam); 18. #144; 19. Tom Mason (Hon); 20. Mike Elmore (Suz).
TIME: 32 min., 08.686 secs.
AVERAGE SPEED: 100.794 mph.

FORMULA ONE CHAMPIONSHIP SERIES POINT STANDINGS:P 1. Mike Baldwin (117); 2. Rich Schlachter (71); 3. Randy Renfrow (67); 4. Wes Cooley (58); 5. Doug Brauneck (46); 6. Kenny Roberts (40); 7. Rueben McMurter (29); 8. Doug Chandler (27); 9. Dan Chivington (24); 10. Art Robbins (23).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Ricky Graham (227); 2. Randy Goss (219); 3. Doug Chandler (183); 4. Scott Parker (166); 5. Bubba Shobert (156); 6. Ted Boody (155); 7. Alex Jorgensen (118); 8. Mike Baldwin (117); 9. Terry Poovey (103): 10. Hank Scott (87); 11. Steve Morehead (83); 12. Pete Hames (80); 13. Rich Schlachter (71); 14. Randy Renfrow (67); 15. (TIE) Scott Pearson/Gary Scott (61); 17. Wes Cooley (58); 18. (TIE) Steve Eklund/Jimmy Filice (56); 20. Doug Brauneck (46).

Superbike

Injured Merkel heals for win

BRAINERD, MN, SEPT. 2

Honda's Fred Merkel, just two weeks after an accident at Sears Point which left him with a fractured right wrist, played a wait-and-see-how-my-wrist-feels game in the 60-mile Superbike final. The wrist, repaired with two two-inch screws during surgery obviously felt better than he had been telling everyone as Merkel broke away from Sam McDonald and Rueben McMurter in the final laps and took an easy win. McDonald's edge over McMurter for second was about 20 bikelengths.

In the 20-lap final, McDonald was in command early before Merkel and McMurter joined him to form a swapfest for the major portion of the 20 lap race until Merkel asserted the superiority of his factory mount and eased away from the battle behind him.

McDonald put his Larry Kano-tuned Honda into second for good with three laps to go while McMurter and his International World of Motorcycles Honda battled a shifting problem.

The win upped Merkel's edge on McDonald to 20 points in the Superbike Championship Series standings, 156 to 136. McMurter holds third at 103 points.

The final, originally scheduled for Saturday, was postponed to Sunday after rain delays stretched Saturday's program out.

McDonald held the lead at the end of the first lap with pole-sitter McMurter moving into second on the second lap. McMurter closed up on McDonald while Merkel played a waiting game in third. The strongest charge in the first three laps was by Roberto Pietri, as he sped from the fourth row on the grid to fourth by lap four.

McMurter held the point on laps four and five with Merkel taking over on lap six. Merkel's right wrist was heavily taped and Merkel had said before the race that every lap past the first five would be a bonus, but that he wished to run as close to the front as possible and grab a top placing to pad his point lead.

The eighth lap saw Merkel lose some of his advantage to McDonald while McMurter was inching up from third. Honda rider Pietri held an edge on the Ducati of Jimmy Adamo in fifth.

The halfway flags saw the battle for the lead tighten up with McDonald inching ahead of Merkel and McMurter and all three running within a span of six to 10 bikelengths around the three-mile track. The power advantage appeared to rest with Merkel on the mile-long front straight with McDonald and McMurter able to gain in the tighter portions of the track. Merkel, due to his injury, wasn't able to use his brakes to full advantage.

McDonald led laps 12 and 13 with Merkel and McMurter in tow. Pietri was a distant fourth ahead of Adamo. Rich Oliver held down sixth followed by Dale Quarterley, Terry Hampton, John Kocinski and Kevin Monahan.

Three bikelengths separated McDonald and Merkel at the end of lap 14, as Merkel cast a glance over his shoulder for McMurter and found him to be some 20 bikelengths back. The rest of the field was just hitting the front straight as the front three blasted through turn one, the fastest corner on the track.

The gap between the front three narrowed to 10 bikelengths as starter Steve Feraci gave the leaders the five-laps-to-go sign. Pietri was still a safe fourth while Adamo was slowing, allowing Oliver to inch closer. One lap later, Adamo passed the start/finish line with a sour-sounding engine.

Merkel took over the lead at the end of lap 17 with McMurter dropping McDonald to third, the farthest back he had been since the start. Pietri held fourth over Oliver. A tight battle ensued for sixth with Kocinski holding a slight edge on Hampton and Quarterley as the three swapped positions around the track. Kocinski, then Quarterley, dropped out with engine problems.

Merkel held a 1.5-second advantage on McDonald as he took the white flag with McMurter a close third. Merkel added a bit over one second to that to post a 3.12 second margin over McDonald at the checkered flag. McMurter's last lap challenge was thwarted by slower traffic. Pietri and Oliver rounded out the top five with sixth place Hampton the last rider not lapped by winner Merkel.

"I basically went bowling for points," said Merkel of his win. "I wanted to see what pace my wrist would handle and by halfway it seemed to feel pretty good so I picked up the pace a bit."

"I had two problems in the last half of the race although I don't want to make any excuses," said McMurter of his third place ride. "Slower riders hampered my charge a few times, but what was worse was I had a problem downshifting below third so I basically had to run third gear in the slower parts of the track and that didn't help things at all."

Results

1. Fred Merkel (Hon); 2. Sam McDonald (Hon); 3. Rueben McMurter (Hon); 4. Roberto Pietri (Hon); 7. Rich Oliver (Kaw); 6. R.T. Hampton (Hon); 7. Kevin Monahan (Kaw); 8. Dwayne Wassberg (Kaw); 9. Larry Shorts (Hon); 10. Tom Mason (Hon); 11. Fred Giaimo (Kaw); 12. Dan Hayes (Kaw); 13. Dale Quarterley (Kaw); 14. Devin Battley (BMW); 15. Rich Chambers (Hon); 16. John Kocinski (Hon); 17. Gary Horton (Hon); 18. Jimmy Adamo (Duc); 19. Marvin West (BMW); 20. John Jacob (Hon).
TIME: 36 min., 21.272 secs.
AVERAGE SPEED: 99.025 mph.

SUPERBIKE POINT STANDINGS: 1. Fred Merkel (156); 2. Sam McDonald (136); 3. Rueben McMurter (103); 4. Roberto Pietri (77); 5. Rich Oliver (72); 6. (TIE) John Bettencourt/Ricky Orlando/Dale Quarterley (53); 9. Wes Cooley (36); 10. Mike Harth (27).

Formula Two

Labrosse edges Brunson in thriller

BRAINERD, MN, SEPT. 2

Alan Labrosse grabbed his second Formula Two win of the '84 series in a tough race with Kevin Brunson, which saw the two within four bikelengths at the finish. Dale Franklin finished a distance back in third with Sam McDonald in fourth over Don Greene.

Labrosse, aboard the Motoplan-sponsored TZ250, was among a snarling five-rider pack out front on the start as was Brunson and his A.A. Harper-sponsored Armstrong. Franklin and his Motorcycle Works Yamaha and Honda 250 rider McDonald were also among the top runners. Dave Busby, the other rider in the opening five-way duel, found out the hard way it was raining on a portion of the track and crashed his Shoei-sponsored Kobas to end his race. The four soon broke into three when McDonald slowed. Finally, Franklin lost the draft of Labrosse and Brunson to set up a two-rider confrontation to the checkered flag.

Tracy DeMuro almost didn't make the start, having pulled into the pits for repairs to his front brake after the field was given two warm up laps to check track conditions. DeMuro got his bike going just before the one minute sign went up.

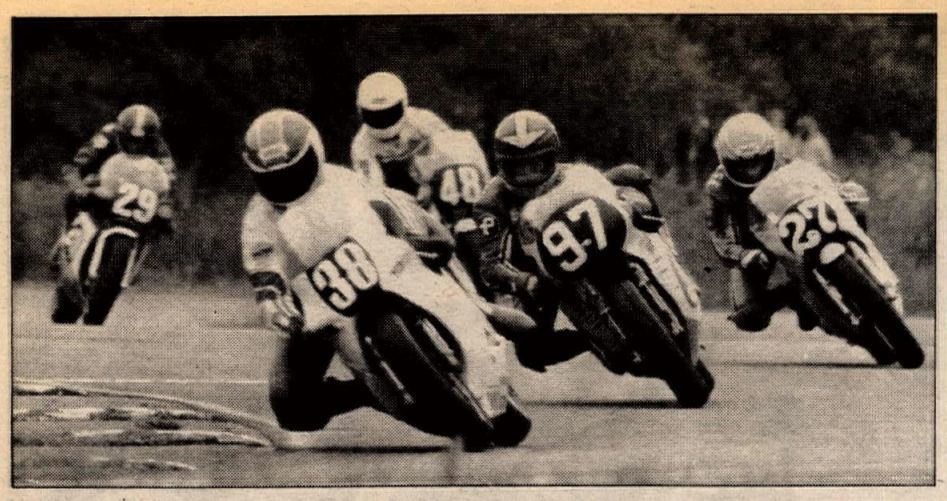
Busby and McDonald traded the lead through lap five, with Labrosse, Franklin and Brunson a heartbeat away. Greene, starting from the back of the grid after having engine problems — a broken piston ring — just prior to his Saturday heat race, slipped past Andy Price for sixth on lap six. Price, half a lap later, crashed, unhurt and out of the race.

On lap eight, the front-running four were nearly 30 seconds ahead of Greene in fifth with Doug Brauneck in sixth.

All attention focused on the front four as they traded the lead among themselves all around the track. Lap 10 saw Labrosse in the lead over Brunson and Franklin, with McDonald a bit back having lost the draft of the leaders. Greene was 43.4 seconds adrift in fifth.

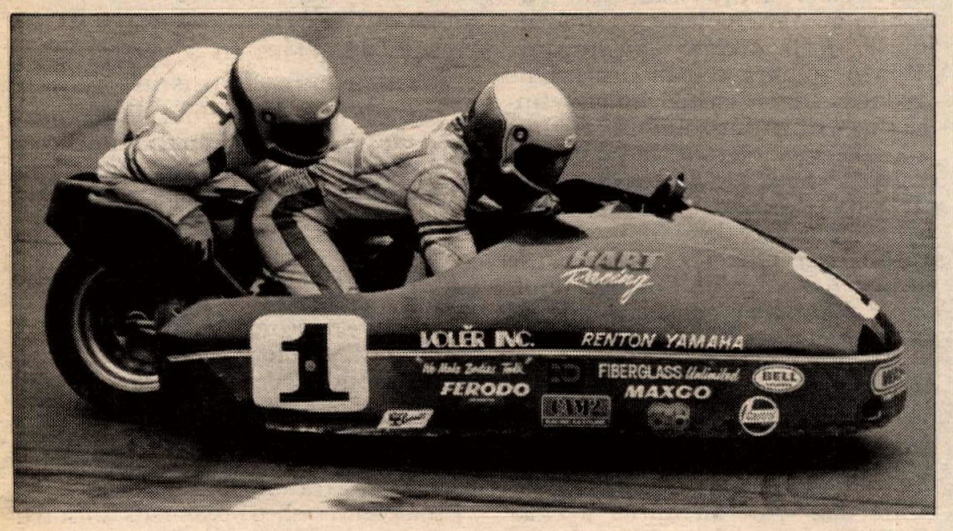
Sixth was held by Brauneck with Joe Lachniet, John France, Michel Pellarin and Doug Libby trailing.

Brunson, the '83 winner at the track, took the lead on lap 14 and just



Busby leads Brunson (97), Labrosse (27), Franklin and McDonald early in F-2; (below) at the finish it was Labrosse in first place.

Jack Hart and Bruce Lind drove their TZ750-powered hack to an unchallenged first place in the sidecar final.



as quickly lost it to Labrosse. The scene would repeat itself through the final two laps. With one lap to go, Labrosse led with Brunson drafting past down the long front straight. The duel was on as Labrosse retook the lead through the tight infield turns on the back portion of the track. Heading into turn 10, the last turn before the checkered flag, Brunson tried a late braking maneuver on Labrosse, but couldn't close the gap and Labrosse won by four bike-lengths. Franklin finished third trailed by McDonald, with Greene rounding out the top five. Brauneck, in sixth, was the final rider on the same lap as the leaders.

"It was a tough race and I really had to work for it," said a very happy Labrosse in winner's circle. "Kevin wouldn't let up, but I knew I had an edge in turns two and three and I was saving that strategy for the last lap."

Brunson knew his race was nearly over when Labrosse got past him in turn three on the final lap. "Once Alan got past I knew couldn't retake the lead before the finish unless he made a mistake. I tried to force one, but he didn't budge."

"When I lost the draft of Alan and Kevin I lost any real chance of staying with them," said Franklin. "They both had some motor on me and I just slipped back a bit."

Results

1. Alan Labrosse (Yam); 2. Kevin Brunson (Arm); 3. Dale Franklin (Yam); 4. Sam McDonald (Hon); 5. Don Greene (Yam); 6. Doug Brauneck (Spo); 7. Michel Pellarin (Yam); 8. Joe Lachniet (Yam); 9. Gary Maslanka (Yam); 10. John France (Yam); 11. Tracy DeMuro (Yam); 12. Doug Libby (Yam); 13. Santiago Londono (Yam); 14. Lee Racicot (Yam); 15. Boonie Knott (C-A); 16. Andrew Edwards (Rot); 17. Dave Busby (Rot); 18. Andrew Price (Yam); 19. Mike Landrum (Yam); 20. Chris Steward (Yam).
TIME: 30 min., 27.470 secs.
AVERAGE SPEED: 94.557 mph.

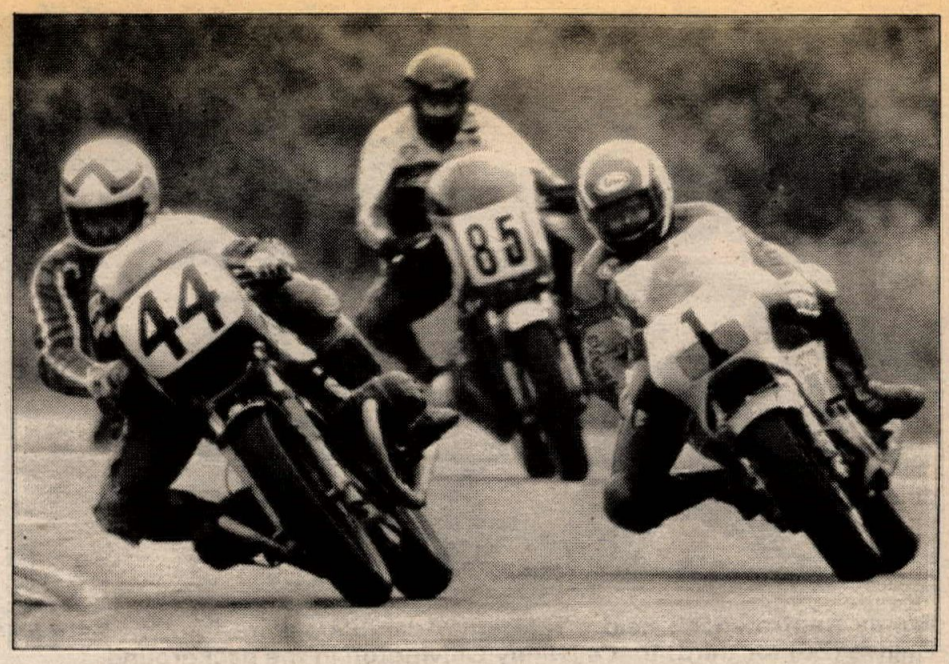
FORMULA TWO CHAMPIONSHIP POINT STANDINGS: 1. Don Greene (113); 2. Chris Steward (83); 3. Sam McDonald (73); 4. Dale Franklin (71); 5. Alan Labrosse (70); 6. Tracy DeMuro (67); 7. Dave Busby (62); 8. Kevin Brunson (61); 9. Joey Summers (56); 10. Wayne Rainey (40).

Battle of the Twins

Adamo slithers to win

BRAINERD, MN, SEPT. 1

Cagiva's Jimmy Adamo led all 14 laps in the 42-mile BoTT final, but although his margin of victory at the finish was just shy of eight seconds, his overall win wasn't an easy one. Adamo, with his Team Leoni mount shod with rain tires, battled handling problems on a track surface which had both semi-dry and dry conditions. Second overall went to BMW rider Marvin West. Adamo and West finished one-two in the GP division. Third and first in the Amateur Heavyweight Modified ranks fell to the Harley-Davidson of Dave McClure.



Marvin West (44) leads BoTT winner Jimmy Adamo (1) and Devin Battley (85), Adamo's Cagiva vs. West's and Battley's BMWs.

Rain off and on throughout the day kept riders guessing what type of tires they should be running. Just prior to gridding for the final a shower put the program on hold to allow the riders to change — if they needed to — to tires to suit track conditions. Combinations from full rain tires front and rear to intermediate rain tires and/or slicks appeared on all classes except Stock, which must run street tires.

Adamo got what he felt were two strokes of luck when Gene Church, the GP point leader heading into the race, and Harry Klinzmann, second in the class by a scant three points over Adamo, both struck mechanical problems just prior to the start. Church's ignition problem was worked on by tuner Don Tilley for a time period equivalent to five laps in the final before the Harley was parked for good. Klinzmann got on the track after drive train repairs on his BMW based KKM but was one lap down and cruised around to the finish.

Adamo led from the start and quickly cranked out a two, three and finally a seven-second lead by lap six while West and McClure engaged in a battle for second which drew them slowly toward Adamo. "Dr. Dave" Keiffer, running fourth from lap four to the finish, settled into a comfortable pace far enough ahead of fifth place to be unchallenged throughout.

By lap eight, Adamo's rain tires were beginning to wear badly on the drying track. "I was slipping around and slowed a bit to play it safe," said Adamo. "West and McClure's battle brought them right up on me, but in the final laps I was able to pull out a solid advantage again. With Church and Klinzmann out I thought the race would be a breeze. It wasn't."

McClure got the upper hand on West a few times in the middle laps, then eased his pace when he began slipping around. McClure kept close enough tabs on West to be in position to take advantage of any trouble. West didn't make any mistakes.

A good battle for fifth materialized in the final laps with five riders involved at one time. Ducati rider Dave Hesli emerged from the duel to grab fifth at the finish. Stock class winner Robert Reinen, on a Moto-Guzzi, finished ninth on the tail end of the group.

Results

GP: 1. Jimmy Adamo (Cag); 2. Marvin West (BMW); 3. Dave Kieffer (Duc); 4. Gary Denucci (Nor); 5. Devin Battley (BMW).

H/W MOD: 1. Dave McClure (H-D); 2. Dave Hesli (Duc); 3. Phillip Friday (BMW); 4. Chris Hellano (Duc); 5. Dallas Wilson (Duc).

L/W MOD: 1. Dean Joas (Yam); 2. Roger Sears (Duc); 3. Fred French (Kaw); 4. Stanford Crane (Duc); 5. Steve Rethmeyer (Duc).

STOCK: 1. Robert Reinen (M-G); 2. Robert Crawford (H-D); 3. Will Roeder (H-D); 4. Brent Ross (Yam); 5. Denny Turnbull (Yam).
TIME: 28 min., 53.496 secs.
AVERAGE SPEED: 80.992 mph.

POINT STANDINGS

GP: 1. Gene Church (158); 2. Jimmy Adamo (125); 3. Harry Klinzmann (115); 4. Devin Battley (100); 5. David Roper (74).

H/W MOD: 1. Dave McClure (105); 2. Sharon Friduss (90); 3. Phillip Friday (83); 4. Ted Van Beek (75); 5. (TIE) Tony Guest/Ed Labelle (55).

L/W MOD: 1. Roger Sears (112); 2. Steve Rethmeyer (80); 3. Mark Mercadante (69); 4. Rich Winningstad (62); 5. Eric Swartzfigure (49).

STOCK: 1. Will Roeder (172); 2. Brent Ross (156); 3. Robert Crawford (119); 4. Robert Reinen (57); 5. Wayne Reiss (54).

Sidecar

Lind/Hart cruise home

BRAINERD, MN, SEPT. 2

Former series champions Bruce Lind and Jack Hart piloted their Wasco/Yamaha rig to a convincing win in the 10-lap Sidecar final. The Hart/Lind duo finished with a 16-second advantage over the Windle of Ronald Quinn and John Dougherty. The chase for third went to the finish with John and Arthur Dailey holding their Suzuki-powered chair a short distance ahead of the Yamaha of Ian Fillery and Steve Quinn.

Lind/Hart grabbed the lead right from the start and didn't relinquish it throughout the 10 laps on the three-mile track. Fillery/Quinn held second over Quinn/Dougherty for one lap before slipping back to third. The Dailey/Dailey team then began to pressure for third and took over for good on lap five. From there to the finish the top positions in the eight-entry field didn't change.

"We had to win here to give us a chance at the championship," said Lind in winner's circle. "John and Arthur Dailey did us a favor by dropping Fillery and Quinn to fourth. That's just what we needed. We had to back off a bit in the final laps because we almost spun out two or three times."

"We need to do some homework if we're going to run with Lind and Hart," said Quinn. "They really have their sidecar dialed in."

The third place finishers, brothers John and Arthur Dailey, started sidecar racing in Canada in 1969. •

Results

1. Bruce Lind/Jack Hart (Yam); 2. Ronald Quinn/John Dougherty (Win); 3. John Dailey/Arthur Dailey (Suz); 4. Ian Fillery/Steve Quinn (Suz); 5. Paul Knoll/Marvin Hagele (Suz); 6. Bob Garbutt/Gary Carlson (Kaw); 7. Mike Griffin/Steve Earnshaw (Kaw); 8. Jeff Millard/Jim Murray (Kaw).
TIME: 20 min., 55.133 secs.
AVERAGE SPEED: 86.046 mph.

National Papers

(Continued from page 3)

stopped last May with three laps to go and then restarted with Scotty Parker nipping Graham at the flag by inches in the closest half mile finish ever recorded at Ascot? I do and both riders are still talking about that one.

They say the power of the new Honda mile machines is awesome. Graham breaks a track record just about every time out but Goss was right on his rear wheel, along with Shobert, in a recent mile final so that means that Goss also has awesome power in his Harley, doesn't it?

Somewhere in these four upcoming Nationals in California either Randy or Ricky and either Harley or Honda is going to take home all the marbles for this season. Now if we just knew which event it was going to be. I'll be at all four — and Springfield too, just for good measure.

Honda won three of the four events that are going to be repeated and lost the other one by inches. Does that tell you something? Not at all: this is AMA National racing and last month's or last year's results don't mean a thing. Look at the record book.

Against GOVERNMENT B.S.

By Matt Benson

The spread of rider ed

Give yourself a pat on the back. As a motorcyclist, you have shown you are more concerned about motorcycle safety than all the mainstream professional, appointed and elected safety experts in the nation.

The most concrete evidence of this fact is the 19 state laws establishing rider safety programs that are funded by small increases in motorcycle registration or license endorsement fees. In the vernacular, they're known as self-funding rider education legislation, and they've become law all across the nation only because of the efforts of motorcyclists.

Already this year, this sort of legislation has been enacted in Pennsylvania, Georgia and Virginia. And California has a very good chance of becoming the 20th state on the list.

Mention motorcycle safety to one of the many varieties of highway safety experts — the legislators, bureaucrats, academics, advocates or insurers — and the first thing you'll hear is the need for a helmet-use law. Now helmets are wonderful safety appliances, but a helmet law misses the mark because it doesn't attempt to keep accidents from happening.

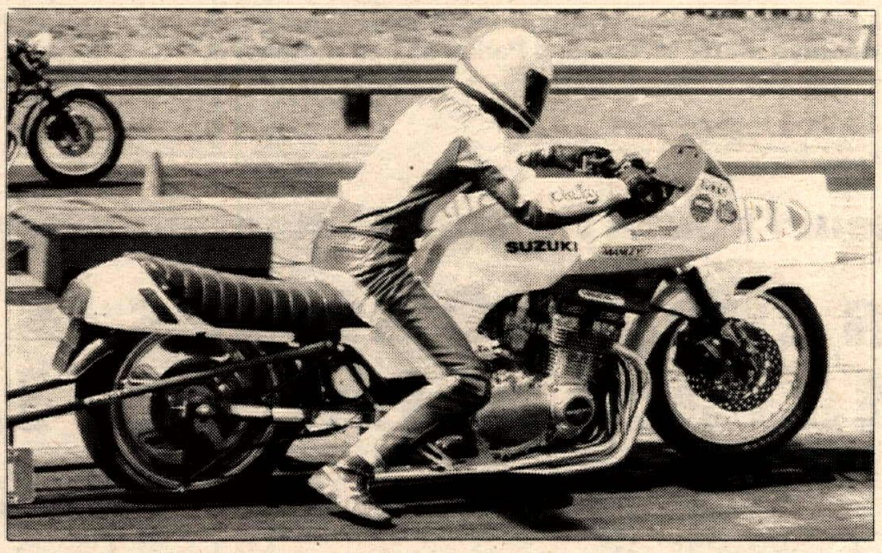
Apparently the safety gurus don't put stock in training. If you drive a car, they figure the only way to keep you alive is to make sure automakers install an airbag or automatic seat belt in your vehicle. As a motorcyclist, the only sort of safety they can recommend is a helmet law. It's too exasperating to try to teach you to ride safely; because you are riding a motorcycle you've already proven to

(Continued to page 21)

8.48 Seconds — 156 MPH

BOB CARPENTER WINS NMRA PRO STOCK TITLE

At Columbus, Ohio's National Trail Raceway With The Carpenter System!



Bob dominated the competition! No other competitor even came close! No other competition exhaust system even comes close. If you're looking for a simple bolt on of REAL horsepower, check out Vazar's Carpenter System.

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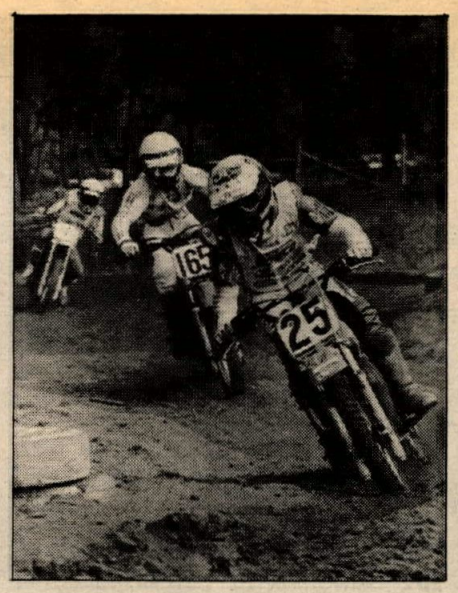
DEALER INQUIRIES INVITED

PHOTOS BY GARY CRIDER

Robbie Taylor (133) leads Bryan Brunner (160), overall winner Chad Parker (130) and Mark Melton (108) at the start of the 125cc B Modified moto. Melton and Parker shared moto wins.



Kyle Lewis (25) holds off 85cc Stock (12-11) winner Shaun Kalos.

AMA Amateur/Youth National Championship MX Finals

MXers from 38 states & Canada race at Loretta Lynn's

By Gary Crider

HURRICANE MILLS, TN, AUG. 15-18

Michigan's Eddie Warren earned convincing wins in the Pro-Am and 125cc A Modified divisions and Marty Vaughn of Illinois came away with a pair of crowns in close fought 65cc Stock and Modified contests in the third running of the AMA Amateur/Youth Nationals at Loretta Lynn's Dude Ranch in central Tennessee. Eddie Hicks of California was the only competitor to survive the week with a perfect record intact as he carved out six moto wins in tough 85cc (14-15) Stock and Modified action.

Tommy Watts and Troy Bradshaw matched wheels in A division racing and took a class win each. Lisa Akin retained her Women's division crown by a slim margin after a late third moto mishap re-injured her recently broken leg.

Last year's State Team Championship was transformed into an AMA District competition. Despite the seeming dominance of "Michigan Mafia" riders and "Fast Boys from Illinois," Arizona's District 31 came out on top, headed by the winning efforts of Honda riders Jimmy Button and Shaun Kalos. Button edged Damon Bradshaw for the 85cc Stock (7-11) win and Kalos topped the 85cc Stock (12-13) and 125cc B Youth divisions.

The nearly 1,000 entrants in 25 classes qualified for the National via Regional Championship events. A rider could qualify in as many as four classes, but a rule change for '84 limited rider to no more than two classes at the Wiseco-sponsored National. Representatives of 38 states and Canada were on the entry list.

The multitudes in attendance at the 6,500-acre Loretta Lynn Dude Ranch were kept well informed and entertained as announcers Tim Cotter and Larry Maiers broadcast all the lap-by-lap action and interviews over FM radio as well as the usual P.A. system. The weather cooperated beautifully, allowing only one brief shower while promoter Dave Coombs and crew kept the track well-groomed throughout the week. The three-moto format demanded the utmost in rider consistency and mechanical reliability. Third moto upsets were numerous.

Tommy Watt's high-speed bursts to the front of the pack in Open A and 250cc A Modified racing earned the crowd's adoration as the Kawasaki pilot notched wins in all four opening motos. The third Open class moto, however, left his fans broken-hearted when a derailed chain dropped him from first to 31st. Troy Bradshaw took over to win the moto and the championship. Watts worked back up to 10th for third overall, one point behind runner-up Robert Wagner.

Hallman/Maxima/Jones-sponsored Watts, leading the final 250cc A Modified moto, seemed to be on his way to a perfect score when an awkward jump landing aggravated his recent knee injury. Watts slowed considerably and Bradshaw motored by for the moto win.

"I slowed down until my leg stopped hurting," said Watts. "I didn't want to blow the race. I wanted the championship very much."

Watts was soon back up to speed and his overall win was assured with a second place finish. Bradshaw, who is sponsored by Yamaha of Downers Grove (Illinois), claimed runner-up honors via his 4-4-1 score, one point ahead of Michael Jones.

Gerald Wood convincingly won both opening motos in 250cc A Stock competition and was again working his way to the front in the final moto when a collision with another rider left Wood's transmission stuck in fifth gear. Negotiating the twisty course in top gear, Wood faded to 25th spot to net eighth overall. Virginia's Scott Bland picked up the crown with his 7-2-1 score.

Todd Harrell ran off with an early lead in the first Pro-Am moto while Rodney Barr worked back from a 10th place start. Barr soon nailed down second spot and on the last lap was shrinking the four-second gap on Harrell when a derailed chain knocked Barr into the DNF column.

Barr's Competition/Scott/Fox/Coliseum Cycle-sponsored Barr came back for a pair of hard-earned second place finishes in the final motos while American Competition/Hi-Point/Scott/Maxima's Eddie Warren tallied 2-1-1 for the overall honors and $2,300 in U.S. Savings Bonds. Team Tamm's Harrell held on for second overall over Tim Coombs.

Warren again held the edge over Barr in 125cc A Modified action, winning all three motos while Barr crashed once in each moto before posting 2-2-5. Barr claimed the runner-up slot over California's Bader Manneh.

Kawasaki Team Green/Hallman/Maxima-sponsored Manneh came back to win the 125cc A Stock division with a comfortable margin over Iowa's Richard Halstead.

The 65cc Stock and Modified divisions saw some of the week's closest competition. Hank Moree managed wins in the opening motos in both classes, but he DNF the second Stock moto and was held to second overall in Modified action with his 1-5-4 tally. Marty Vaughn, riding a pair of pre-production liquid-cooled Kawasakis, needed only one moto win to clinch the championship in both divisions. The close action peaked in the final Modified moto with two laps remaining when Moree, Jack Ricks and Vaughn entered a sweeper three-abreast. Vaughn swept to the front of the trio in a move that netted a third place finish and the overall ahead of Moree and Ricks.

Announcer Larry Maiers referred to him as "the wonder boy" as Eddie Hicks beat the odds to sweep the 85cc Stock and Modified (14-15) classes with a perfect six-moto winning streak. Florida's Ronnie Tichenor suffered a badly sprained ankle the week before at the NMA Nationals in Oklahoma and was off the pace somewhat and less of a threat to Hicks. However, Hicks' wins did not come easy as he had to battle fellow Californian Scott Brown and Jimmy Woolridge of New York.

Hicks' first moto win came in the only rain-drenched moto of the week, the first 85cc Stock (14-15) moto. Initial leader Brown fell to seventh and Tichenor DNF. DMC/Scott/O'Neal/Yamaha-sponsored Hicks fought past Brown and Woolridge to win the remaining two Stock motos. Scott DNF the final.

Hicks took relatively uneventful wins in the opening two Modified motos, but in the final, he had problems with a loose throttle grip.

"It was so loose," said Hicks, "that I had trouble getting on the gas, and one time I was going through the whoops and the grip came completely off!"

Despite a very painful ankle, Tichenor notched 2-3-2 to net runner-up honors. From winner's circle Tichenor announced, "That was my last ride on an 80; from now on I'll be on 125s."

In the 7-11 age group of 85cc Stock and Modified racing, North Carolina's Damon Bradshaw scored spectacular run-away wins in the four opening motos. The Yamaha/Hi-Point/Scott-sponsored rider was brought down by third moto disasters in both classes, however. Bradshaw's front tire went flat on the first lap of the final Stock moto, holding him to fourth at the finish while Honda rider Jimmy Button notched a string of second place finishes to edge Bradshaw for the championship in a tie score.

Bradshaw was hurt at the start of the third Modified moto and DNF. His 1-1-40 was still good for ninth overall while Ohio's Joseph Mauer posted 2-2-3 to earn the crown. Gene Naumec came alive late in the week and won both the Stock and Modified third motos to net sixth and seventh overall, respectively.

The 85cc Stock (12-13) class saw a very close contest between Shaun Kalos, Lowell Thomson, Kyle Lewis and Larry Ward. Washington's Ward had posted 3-1 finishes in the opening motos and was leading the final when he collided with a hay bale in the mechanic's area. A spectator helped free Ward from the hay bale by cutting the bailing cord. Ward charged back through traffic to finish third behind Kalos and Thomson. Ward's score was good enough for the overall win, but he was disqualified for receiving outside assistance. Kalos claimed the crown one point

Eddie Hicks (121) won all six motos in the 85cc (14-15) Stock and Modified classes. Todd Streit (138) and Curt Libbey (133) follow.

Eddie Warren (801) leads Rodney Barr in 125cc A Modified competition. Warren won all three motos in the division as well as the Pro-Am class.

ahead of runner-up Thomson. Simpson/Dunlop-sponsored Kalos came back to win the 125cc B Youth division via a perfect score on his Dick Kelly-tuned Honda.

Yamaha/JT/Scott-sponsored Thomson won the 85cc Modified (12-13) division with his 3-1-1 besting Hi-Point/Scott/Kal-Gard's Ward. Lewis was third in a points tie with Ward.

Benjie Trask won the first 51cc moto but ran into problems in moto two, opening the door for Texan Jeff Dement who posted 2-1-1 to win over '83 National number nine Matt Shue. Top hopeful Chris Allen was slowed by a broken frame in the second moto but managed fourth overall behind Trask.

Jeff Oldenburg fought his way past Cone Manuel and Rod Marshall to win the opening 100cc motos. A crash at the start of moto three left Oldenburg with a broken clutch lever. Oldenburg struggled to a fifth place finish and squeaked to the overall win by a one-point margin over third moto winner Manuel.

The Open B division kicked off the week's racing with the first of 75 motos and Mark Loewen, who rides out of Tucker, Georgia's Pro-Line Honda, showed the way on lap one. However, Loewen pulled off the track on lap two. Loewen was reportedly hospitalized with a burst appendix. Pennsylvania's Chris Eugster soon moved to the front of the pack to win while Robert Von Smith came back from a dead last start to finish second.

Smith holeshot the second moto and won aboard his Greg Waldrop-tuned Yamaha. Eugster worked his Kawasaki through traffic to finish second, leaving the pair tied for first going into the final moto.

Moto three saw Eugster move into the point position on lap two. Smith started in fourth but tangled with a downed machine in the first whoops section and dropped to 17th spot. By lap three, however, Smith was in second and closing on Eugster. In the final laps Smith slipped past Eugster, but Eugster stayed glued to Smith's rear fender and passed on the last lap for the moto win and the class championship. "Eugster played it smart," said Smith, "he waited until the last lap and passed me at the same place I had passed him."

Loewen's medical problems in the first Open B moto left his 250cc B Stock starting position available and alternate Randy Crump of Alabama used the opportunity to carve out a third overall behind Michigan's David Moegle and North Carolina's Scott McClain. Moegle won all three motos.

Going into the final 250cc B Stock moto, Moegle and Californian Willie Surratt were tied for first with a first and a second place finish each. Moto three saw Honda/Hi-Point/Gear-sponsored Surratt go past leader Wallace Fincher for the win and the crown while Moegle fought back from a crash at the start to finish fifth. District 9's 250cc B champ Fincher claimed runner-up honors via his 3-3-2 score over Moegle, McClain and Crump.

Surratt backed up his 250cc B Stock win with second overall honors in 125cc B Stock racing. Indiana's Mark Melton and Texan Chad Parker shared moto wins in 125cc B Stock and Modified divisions and came away with a class championship each. Melton's 1-2-1 topped the Stock division and Parker turned in an identical score to win the Modified honors.

With Gordon Bowden, the Senior Men's '82 and '83 champion in retirement, top favored Barry Higgins had a clear shot at the crown. Moto one saw Higgins gas his KTM to the win with AMA Southeastern Regional Senior champ Steve Lewis following in second.

Moto two, however, saw Lewis DNF with a broken swingarm. Higgins was held to 19th after suffering a crash and subsequent rear brake problems. Kenny Hall took the moto win followed by Oklahoma's Jim Thomas and Frank Thomas of Florida.

The final moto saw contenders Hall and Jim Thomas crash into the DNF column while Frank Thomas posted a consistent 4-3-2 to earn the crown. Higgins' 1-19-1 earned third overall behind runner-up Bob Bean.

Michigan's Lisa Akin, not yet fully recovered from a broken leg she suffered four months ago, returned to Loretta Lynn's to defend her Women's division crown. Akin won the first moto after a brief lead-swapping debate with California's Mercedes Gonzales.

Akin led the second moto from start to finish while Gonzales came back from a crash to pass Texan Kathy Holman on the last lap to finish second.

Akin reinjured her leg on the last lap of the third moto in a collision with a lapped rider, but held on for a close finish behind winner Holman and Gonzales. Holman was first across the line with Gonzales nipping at her heels. Afterward, Gonzales said, "I thought I had the championship. I didn't know I had to pass Kathy to win." Akin's 1-1-3 clinched the title over Gonzales' string of seconds. Asked about the future, Akin said, "I want to show those West Coast girls that I can win out there, too." •

Results

65cc MOD. (14-15): 1. Eddie Hicks (Yam); 2. Ronnie Tichenor (Kaw); 3. Chris Coleman (Kaw); 4. Rick Simmet (Kaw); 5. Curt Libbey (Kaw); 6. Dale Storbeck (Kaw); 7. Vince De Vane (Yam); 8. Colin Karcher (Yam); 9. Paul Winn (Kaw); 10. Justin Otto (Yam).

125cc A MOD. AM: 1. Eddie Warren (Kaw); 2. Rodney Barr (Kaw); 3. Bader Manneh (Kaw); 4. Tyson Vohland (Yam); 5. Carroll Richardson (Kaw); 6. Robert Mason (Yam); 7. Rusty Pipes (Kaw); 8. Greg Madoux (Yam); 9. Kit Vick (Kaw); 10. Randy Jones (Kaw).

125cc B MOD. AM: 1. Chad Parker (Kaw); 2. Bryan Bruner (Kaw); 3. Mark Spriggle (Kaw); 4. R. Naughton, Jr. (Hon); 5. Mark Melton (Hon); 6. Mike Morris (Kaw); 7. Charley Briere, Jr. (Suz); 8. Ricky Du Bose (Suz); 9. Fred Braun III (Hon); 10. Edwin Andry (Kaw).

65cc MOD. (7-11): 1. Marty Vaughn (Kaw); 2. Hank Moree, Jr. (Kaw); 3. Jack Ricks III (Kaw); 4. Brian Swink (Kaw); 5. Buddy Antunez (Kaw); 6. Brett Melton (Hon); 7. Scott Sheak (Kaw); 8. Byron Clayton (Kaw); 9. Jeromy Buehl (Kaw); 10. Ashly Shirer (Kaw).

250cc A MOD. AM: 1. Tommy Watts (Kaw); 2. Troy Bradshaw (Yam); 3. Michael Jones (Kaw); 4. Scott Myers (Yam); 5. Scott Bland (Yam); 6. Doug Fellers (Kaw); 7. Billy Tuman II (Kaw); 8. Jeff Stanton (Yam); 9. Greg Stahlman (Kaw); 10. Robert Laughlin (Kaw).

250cc A STOCK AM: 1. Scott Bland (Yam); 2. Jeff Stanton (Yam); 3. Thomas Alworth (Hon); 4. Billy Abel (Kaw); 5. Greg Stahlman (Kaw); 6. Dickie Bailora (Kaw); 7. Dan Newell (Suz); 8. Gerald Wood (Yam); 9. Billy Tuman II (Kaw); 10. Robert Laughlin (Kaw).

250cc B STOCK AM: 1. William Surratt (Hon); 2. Wallace Fincher (Kaw); 3. David Noegle (Yam); 4. Scott McClain (Kaw); 5. Randy Crump (Hon); 6. Robert Baldwin (Suz); 7. D.L. Wood (Yam); 8. David Dewitt (Yam); 9. Steve Carter (Yam); 10. Aaron Banach (Yam).

SR: 1. Frank Thomas (Yam); 2. Bob Bean (Hus); 3. Barry Higgins (KTM); 4. Barry Mayo (Hon); 5. Bobby Goff (Hon); 6. Brian Batterson (Hon); 7. Jerry Jensen (Yam); 8. Robert Krah (Hon); 9. Buddy Holland (Mai); 10. Jackie Lindsey (KTM).

100cc AM: 1. Jeff Oldenburg (Yam); 2. Cone Manuel (Yam); 3. Rod Marshall (Kaw); 4. James Neilvaine (Yam); 5. Richie Lopez (Yam); 6. Breck Powers (Kaw); 7. Matthew Davis (Suz); 8. David Hewitt (Hon); 9. Tony Lee (Yam); 10. David Parker (Yam).

65cc MOD. (12-13): 1. Lowell Thomson (Yam); 2. Larry Ward (Kaw); 3. Kyle Lewis (Kaw); 4. Dennis Stephenson (Kaw); 5. Mike Larocco (Yam); 6. John Kitsch (Kaw); 7. Greg Bowen (Yam); 8. Shaun Wooten (Kaw); 9. Jeff Beckington (Kaw); 10. Jeff Daily (Kaw).

65cc STOCK (7-11): 1. Marty Vaughn (Kaw); 2. Brian Swink (Kaw); 3. Brett Melton (Hon); 4. Bryan Smith (Kaw); 5. Buddy Antunez (Kaw); 6. Jack Ricks III (Kaw); 7. David Yezek (Kaw); 8. Patrick Donaho (Kaw); 9. Mike Panco (Kaw); 10. Scott Sheak (Kaw).

125cc B STOCK AM: 1. Mark Melton (Hon); 2. William Surratt (Hon); 3. Chad Parker (Kaw); 4. Corey Barton (Kaw); 5. Mark Spriggle (Kaw); 6. Ricky Dubose (Suz); 7. Wallace Fincher (Kaw); 8. Brett Madnon (Yam); 9. Billy Robison (Kaw); 10. Bryan Bruner (Kaw).

85cc STOCK (7-11): 1. Jimmy Button (Hon); 2. Damon Bradshaw (Yam); 3. David Beckington (Kaw); 4. Mike Panko (Kaw); 5. Trey Phillips (Hon); 6. Gene Naumec (Kaw); 7. Ephriam Benjamin (Yam); 8. Brian Post (Kaw); 9. Chauncey Cox (Hon); 10. Robert McGhee (Kaw).

125cc A YOUTH (12-15): 1. Tyson Vohland (Yam); 2. Keith Turpin (Hon); 3. Scott Myers (Yam); 4. Ray Sommo (Kaw); 5. Kirk Thomas (Kaw); 6. Chris Coleman (Kaw); 7. Corey Schweitzer (Hon); 8. Thomas Black (Kaw); 9. Robert Naughton (Hon); 10. Todd De Hoop (Yam).

125cc B YOUTH (12-15): 1. Shaun Kalos (Hon); 2. Frankie Brundage (Kaw); 3. Chris Ballew (Hon); 4. Ed Dzielak (Kaw); 5. Aaron Bollinger (Hon); 6. Richard Mullinax (Kaw); 7. Jon Calhoun (Kaw); 8. Philip Hicky III (Kaw); 9. Dean T. Sheldon (Kaw); 10. Brian Burfoot (Kaw).

250cc B MOD. AM: 1. David Moegle (Yam); 2. Scott McClain (Kaw); 3. Randy Crump (Hon); 4. Jeff Hirshberg (Yam); 5. Carl Cabe (Hon); 6. Anthony Barchetti (Suz); 7. Stephen Lee (Suz); 8. Steve Carter (Yam); 9. Russ Heuchert (Hon); 10. Dag Boyesen (Kaw).

65cc MOD. (7-11): 1. Joseph Maurer (Yam); 2. Butch Smith (Kaw); 3. Bryan Smith (Kaw); 4. Glenn Storbeck (Yam); 5. Jeromy Buehl (Kaw); 6. Rich Carpenter, Jr. (Kaw); 7. Gene Naumec (Kaw); 8. Darrin Hill (Kaw); 9. Damon Bradshaw (Yam); 10. David Beckington (Kaw).

51cc (4-8): 1. Jeff Dement (Yam); 2. Matt Shue (Yam); 3. Benjie Trask (Yam); 4. Chris Allen (Yam); 5. Leonard Baker (Yam); 6. Nat Talbert (Yam); 7. Billy Harbert (Yam); 8. Richard Ibison (Yam); 9. Kenneth Yoho (Yam); 10. Frankie Bitner (Yam).

PRO-AM: 1. Eddie Warren (Kaw); 2. Todd Harrell (Hon); 3. Tim Coombs (Yam); 4. Robert Mason (Yam); 5. James Veudeler (Kaw); 6. Robert Wagner (Kaw); 7. Jeff Glass (Hon); 8. Thomas Alworth (Hon); 9. Rusty Pipes (Kaw); 10. Troy Smith (Suz).

WOMEN: 1. Lisa Akin (Yam); 2. Mercedes Gonzalez (Yam); 3. Kathy Holman (Hon); 4. Sandy Ackerman (Yam); 5. Nadine Herron (Kaw); 6. Amy Brooks (Yam); 7. Debra Nott (Kaw); 8. Carla Swing (Hon); 9. Tina Pauley (Kaw); 10. Terry Lokey (Suz).

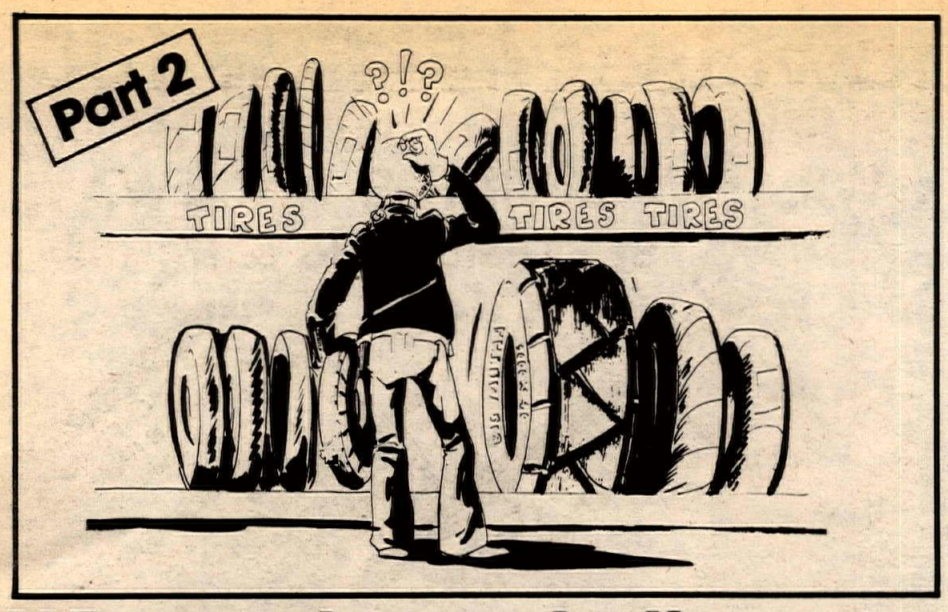
OPEN B AM: 1. Chris Eudster (Kaw); 2. Robert Von Smith (Yam); 3. Jimmy Clegg (Hon); 4. Timothy Huffman (Hon); 5. Kenneth Marshall (Hon); 6. Barry Mayo (Hon); 7. David Sisco (Hon); 8. Timothy Smith (Yam); 9. Casey Moody (Hon); 10. Chris Durham (Hon).

OPEN A AM: 1. Troy Bradshaw (Yam); 2. Robert Wagner (Kaw); 3. Tommy Watts (Kaw); 4. Rick Lindell (Yam); 5. Robby Neeley (Kaw); 6. Tom Caldwell (Yam); 7. Mike Johnson (Kaw); 8. John Huston, Jr. (Hon); 9. Tracy Smith (Kaw); 10. Marty Layland (Hon).

85cc STOCK (12-13): 1. Shaun Kalos (Hon); 2. Lowell Thomson (Yam); 3. Steve Childress II (Kaw); 4. John Kitsch (Kaw); 5. Mike Larocco (Yam); 6. Rob Hanson (Yam); 7. Kyle Lewis (Kaw); 8. Junior Jackson (Kaw); 9. Jason Melancon (Kaw); 10. Jeff Beckington (Kaw).

85cc STOCK (14-15): 1. Eddie Hicks (Yam); 2. Jimmy Woodridge (Kaw); 3. Rick Simmet (Kaw); 4. Vince Devane (Yam); 5. Mike Layne (Kaw); 6. Todd Streit (Kaw); 7. David Antonucci (Kaw); 8. Jason Langford (Kaw); 9. Gary Paul (Kaw); 10. Curt Libbey (Kaw).

125cc A STOCK AM: 1. Bader Manneh (Kaw); 2. Richard Halstead (Kaw); 3. Mike Vande Wiele (Kaw); 4. Greg Madoux (Yam); 5. Doug Harrington (Kaw); 6. Carroll Richardson (Kaw); 7. Dewayne Mueller (Kaw); 8. Jeff Bowling (Yam); 9. Timothy Brill (Kaw); 10. Kit Vick (Kaw).



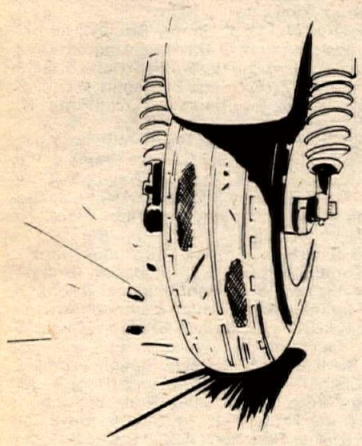
Why motorcycle tires don't make sense

A look at the motorcycle tire marketplace

By Jim Wolcott

The speed game

One of the major selling points for modern motorcycle tires is the so-called speed rating. The current speed rating system for motorcycle tires was originated by the European Tire and Rim Technical Organization (ETRTO), and was designed to describe the maximum speed that a motorcycle tire could safety sustain. For the roads of Europe, this is an important figure. Many highways,



particularly the Autobahns of Germany, have virtually no speed limits.

The testing procedure suggested by the ETRTO was simple: mount the tire on a representative rim, properly inflate the tire and give it a representative weight load, and rotate the tire against a large steel drum. The tire would then be rotated at gradually increasing speeds until it "failed." The heat generated within the tire at high speeds would eventually cause the component parts of the tire to delaminate, where the tread rubber separates from the cord structure. On the basis of this test, the tire would be awarded a letter grade to correspond to the highest speed that a particular tire can safely withstand.

This testing system has become the subject of considerable controversy. First of all, the ETRTO never exactly defined what was considered to be a "sustained" speed. Some manufacturers choose to interpret this to mean: "sustained for the life of the tire." Others shamelessly perceive it to mean: "sustained for 30 seconds."

Unfortunately, the ETRTO has merely suggested this standard, and, as an organization, has no legal clout to enforce the speed rating system (as does, for example, the Snell Foundation for its helmet standards). Worse, the ETRTO doesn't actually perform tests on individual tires. Testing is performed by the tire manufacturers. Compliance is voluntary.

There is a widespread misconception that since all motorcycle tires sold for street use must be approved by the Department of Transportation (DOT), that the DOT actually performs these high-speed tests. Not so. The DOT does specify a "high speed" test — again, described in section 119 of the Federal Motor Vehicle Safety Standard. The test? To mount the tire on a representative rim, inflate the tire as indicated on the sidewall, load the tire to 85% of its load rating, warm the tire to 95°, and run the tire at gradually increasing speeds to where it is run for 30 minutes at 85 mph —well below the lowest speed of the European speed rating system!

Surprisingly, even with this lowly 85 mph test, all the DOT actually does is to *specify* the testing procedure; the DOT *does not* conduct the test on each and every tire offered for sale. The standard is set, the manufacturer is expected to comply, and the DOT intervenes only when there is some evidence that a particular tire is unsafe.

As you might expect, this situation invites fraud and abuse. The July 6, 1983 issue of the German magazine Das Motorrad carried a story concerning a pair of 1100cc Suzuki Katanas equipped with Pirelli Phantom tires. The machines were taken on a day ride, and operated at a sustained speed of 200 kilometers per hour (about 120 mph) — a speed which is legal in Germany. While negotiating a long right-hand sweeper, both riders felt their bikes lurch toward the center of the road. When the machines were brought to a halt (thankfully, without crashing), both rear tires had large sections of the tread rubber missing: a result of speed/heat-induced delamination. The tires had been installed brand-new the previous day, were properly inflated and carried a V-rating: to safely sustain speeds in excess of 130 mph.

Having hear other stories about defective Pirelli motorcycle tires, Das Motorrad contacted an independent laboratory (the Technical Control Association of Munich) to run high speed tests on a batch of Pirelli, Continental and Metzeler tires. Of the group, only the Metzeler tires could sustain the speeds suggested by their speed ratings; a result that surprised even the technicians operating the test equipment.

When I contacted the United States representatives of Pirelli and Continental concerning the information in the Das Motorrad article, both manufacturers claimed the testing procedure to be at fault. Both said that the curvature of the steel drum caused the tire to flex more than does a flat road surface — the flexing causing a greater heat build-up within the tire and promoting the delamination. And both said that since the test was conducted indoors, the tires lacked the flow of cooling air that would be present on a motorcycle.

These complaints about the testing procedure may be fair. Of course, there isn't a roadway in the United States where velocities of over 100 mph can be sustained legally. When such speeds are furtively achieved on deserted back roads, it's seldom possible to sustain them for more than several minutes. True, street motorcycle tires are used in some forms of motorcycle road racing, where speeds are well in excess of 100 mph. But even in racing those top speeds aren't sustained. On a race track the tire has a chance to cool down between accelerating (load on rear tire) and braking (load on front tire) cycles.

The fact is, the speed rating system is in place, and motorcyclists expect it to correspond to *something*. Modern motorcycles are capable — right off the showroom floor — of speeds of 150 mph: a figure that modern motorcycle tires should be able to withstand. Short of the Bonneville Salt Flats, there's no real-world situation where a "sustained" high speed test might be conducted in this country. Which leaves us with the rotating steel drum as the only laboratory-repeatable way to determine motorcycle tire speed ratings. The drum test may indeed cause more flexing within the tire than a road test. So what? Let the extra flexing serve as a safety margin...one that would be appreciated at extremely high speeds.

Motorcycle tires: What needs to change

As you can see, the motorcycle tire industry, as a whole, is a nightmare of confusing figures, antiquated rating systems, and outlandish claims. Not every manufacturer is at fault — in fact recently, a few have made great strides in supplying information to their customers. More needs to be done. Tires are vital to the safety and performance of any motorcycles. I hate to say this, but in my opinion the tire industry should either clean up its act, or the government should be encouraged to intervene and force it to do so.

What should be done to clean up this mess? Surprisingly, not much.

First of all, since the Department of Transportation already sets standards for all motorcycle tires offered for sale in this country, there's no reason that the DOT couldn't standardize the ETRTO speed rating system. Granted, this European rating system doesn't really relate to 55 mile-per-hour America. But dang it! If a tire is marked as suitable for a sustained 130 mph run, somebody, somewhere should specify the parameters for that claim. The DOT and the NHTSA have the legal clout to prevent the sale and distribution of any tire deemed unsuitable for use on public highways. They are in an ideal position to enforce a realistic speed rating system.

Next, since folks who load their motorcycles to the absolute limit (and beyond) seldom travel at sustained speeds in excess of 100 mph, why not have a tire's maximum load capacity refer to some realistic velocity? I would suggest 85 mph as a viable figure: about as fast as you can go in this country without being arrested. The current system of rating maximum loads at the pie-in-sky ETRTO speeds is silly, to say the least.

The tire manufacturers should begin sizing their products in accordance with the metric system. Since the inch and alpha-numeric systems are confusing and inaccurate, hopefully they'll vanish into antiquity. Certainly there's no need for three different sizing systems in one motorcycle market.

There's another reason for changing to the metric sizing system. The metric designations are the only ones which describe, in plain numbers, the height and width of a tire. Shorter and wider tires are coming in the future, and the other size rating systems have no provision for describing these new profiles. For the period of time it would take for the industry to switch to an all-metric system, dealers could stock cross-reference charts... something they have to do with the present system!

Section 119 of the Federal Motor Vehicle Safety Standard should be revised to include a subsection describing acceptable size tolerance for motorcycle tires. Since some tire sizes have an overlap of rim sizes (will fit and work on more than one rim size), the manufacturer should specify the operating width for each acceptable rim. Section 119 already mandates that the manufacturers specify what rims are applicable for each tire, so an operating width would be a natural extention of this regulation. This would enable a tire customer to be reasonably sure that his new tire will fit his motorcycle...before that tire is mounted and installed.

Last, but not least, I'd like to see the tire manufacturers list some real, understandable guidelines for recommended tire inflation. Ideally, such recommendations would be supplied in chart form for specific motorcycles. At the very least, the tire customer should be advised of *minimum* tire pressure at the time of sale. Some manufacturers (laudibly) offer a consumer-information phone line to provide this information. All should do so.

Since I don't forsee any of these changes in the near future, I'd like to make a proposal. Let us, the people who ride motorcycles, share this information among ourselves. Large motorcycle clubs (and even small ones) could survey their membership for the results of running various brands of tires on various motorcycles. The survey should include what size of tire on what kind of motorcycle, what inflation pressures were *sustained*, what kind of load was placed on the motorcycle, and what kinds of speeds and riding conditions the tires were subjected to. The results of such a survey wouldn't be absolute — after all, everybody rides a bit differently. But if the data base were large enough, such a survey could provide a useful body of information. Information that the tire manufacturers won't (currently) share with their customers.

In the meantime, I propose that when a fellow rider asks you about the tires on your motorcycle; tell him. Honestly. Share whether or not you check and maintain the proper tire pressures. Tell him how fast you ride, and whether or not you're into drag racing and wheelies. Describe the kinds of speeds you maintain, and the kinds of loads the tires were subjected to. And tell him — honestly —whether or not you like the tires.

Things may change. One thing's for sure: tires will continue to improve, and the selection of tires will become greater yet. Hopefully, the process of selecting a new motorcycle tire will become an easier one. ●

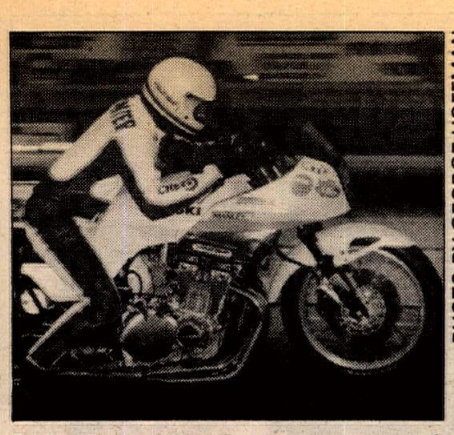


PHOTO BY GEORGE HOFFMAN

Bob Carpenter ran near-record times in the Pro Stock class. His final pass was a 8.574/151.26.

AMA/Dragbike! National Championship Drag Race Series: Round 11

Maple Grove wins to Trett, Carpenter

READING, PA, AUG. 19

Top Fuel winner Elmer Trett led a strong field of racers who waited out a six hour rain delay at Maple Grove Dragway to get the Nitronationals in the books. Trett continued his strong showings to post a new elapsed time record of 7.17 seconds on his way to victory.

In the opening round of Top Fuel, Trett, the top qualifier, had a bye run. Sonny Michalowski soloed in his run after Ron Lioto broke and didn't make the start. Bruce Cole also had a solo pass after Bob Malloy had his Kawasaki break. The final run saw Eraldo Ferracci grab an easy win after the transmission in Steve Miles' bike broke.

Trett saved his strongest run for Michalowski and his fuel injected Harley-Davidson single. Trett took his Kawasaki fueler down the quarter mile at 7.177 seconds at 193.55 mph and left Michalowski in the dust. In the other semi, Ferracci had an easy time of things when Cole's bike quit running.

Ferracci staged his Fast by Ferracci Honda turbo for the final against Trett's Kawasaki. Trett's 7.22 elapsed time backed up his 7.17 for the record. His top speed was 193.96. Ferracci experienced problems and could only turn in a slowing 10.79 second run in losing.

Bob Carpenter, on the Vazar Power Systems-sponsored Suzuki, was the rider to beat in Pro Stock. The first elimination round saw Number One plate holder Don Plesser lose out to Carpenter. Rich Heater downed the red-lighting Gary Campbell and Earl Timmons finished off the round by coasting through his run after Jim Beatty red-lighted on the start.

Carpenter got his ticket to the final the easy way with a solo run in the first semi. The second semi saw the closest run of the day as Timmons and Heater turned identical times at 8.81 seconds. Timmons had a slight edge in top speed and grabbed the win with a 148.76 to Heater's 146.78.

The Kawasaki versus Suzuki battle in the final belonged to Carpenter with a near record 8.574/151.26 blast to easily top the 9.635/108.56 pass turned in by Timmons and his Kawasaki.

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Flying Fred Merkel will be out to break Honda's past disappointments at Willow Springs International Raceway and bring home the win. But Fred's task will be no easy contest as he competes against Wes Cooley, the seasoned veteran who finished ahead of Fred last year. Wes rides Willow Springs International Raceway like no other racer.

Now throw into the battle the hard charging Sam McDonald who launched his Honda Intercepter through the air and over Wes Cooley's race bike last year while charging for the lead. Sam is respected by all for his competitive attitude on the race track.

Challenging the top three at 155 m.p.h. will be John Bettencourt, Dale Quarterly, Ricky Orlando, Roberto Pietri, James Adamo, Jim Vreeke, and Rich Oliver.

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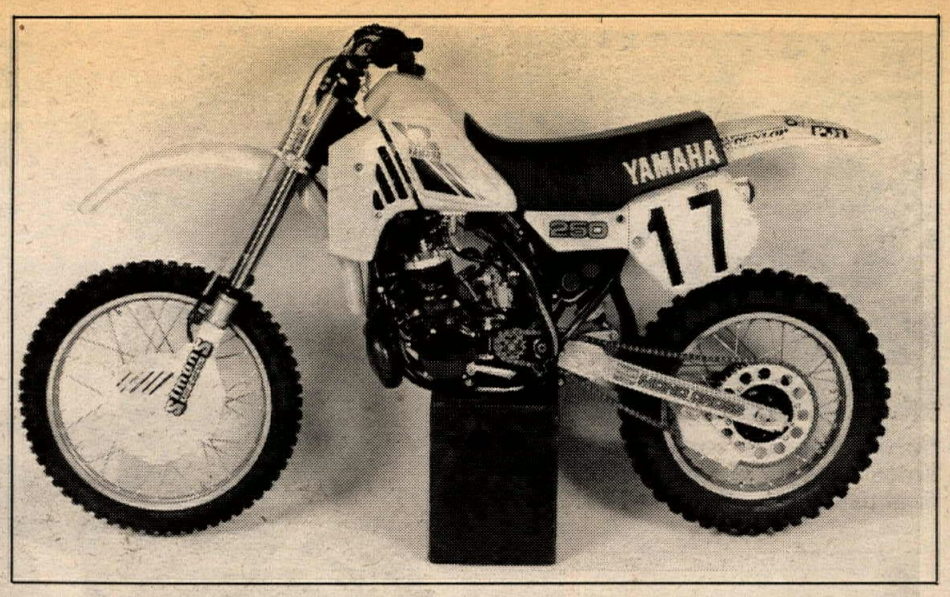
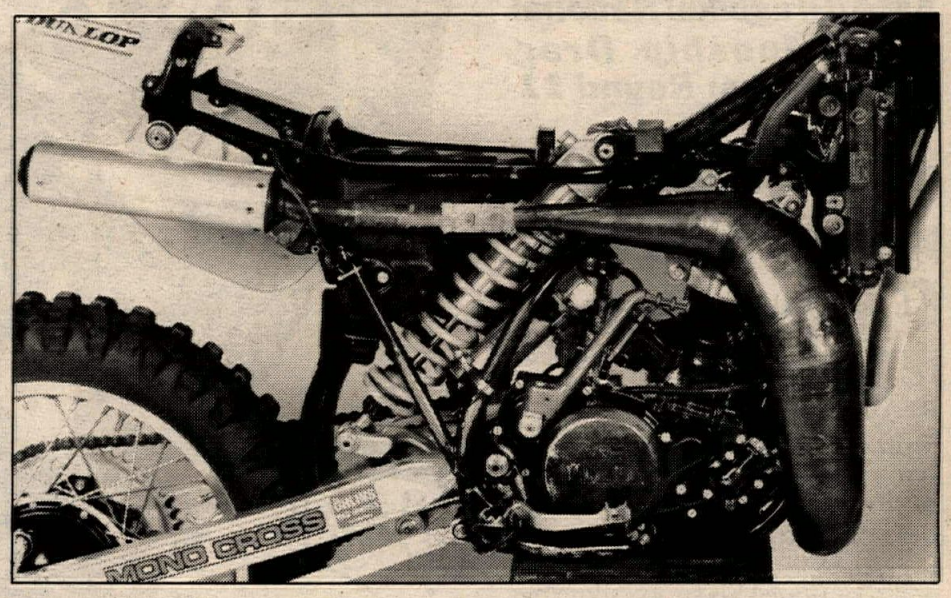
PHOTOS BY DALE BROWN AND REX REESE

Modifications made to Rick Johnson's YZ250L Yamaha are not kept secret; almost every trick is explained in the Yamaha Wrench Reports.



Johnson's Yamaha looks stock; but it isn't. The major differences are the front disc brake, Ohlins shock, porting and the long rod kit.



The exhaust pipe is made by Stuart Toomey, while the silencer will come stock on '85 production YZs. The original frame is slightly modified.

National Champion Rick Johnson's Yamaha YZ250L

How trick is it?

By Kit Palmer

When Yamaha announced there would be no works machines for the 1984 motocross season, many people were skeptical. Instead, said Racing Manager Ken Clark, Rick Johnson, Broc Glover, Ron Lechien and Keith Bowen would ride production-based '84 YZs. Lechien didn't like that idea much; shortly after signing a contract for a factory ride with Yamaha during the 1984 season, Lechien left to ride works Hondas. He didn't feel the Yamahas would be competitive. As it turned out, Johnson and ex-teammate Lechien diced for the 250cc National Championship — production-based vs. works. Johnson won.

The big question is, what does "production-based" really mean? To find out, I met Johnson's mechanic, Cliff Lett, at DeAnza Cycle Park four days after Johnson and his YZ250L crossed the finish line at Washougal to clinch the 250cc National Championship. The bike was untouched from the time Johnson rode it to the time I saw it, right down to the dirt accumulated at Washougal.

Johnson's Yamaha is not box stock: it's not even close. However, nearly every modification made to Johnson's YZ can realistically be duplicated by a YZ250L owner.

To increase top-end horsepower the motor was ported. Porting specs used are the same ones revealed in the Yamaha Wrench Report mailed to every YZ250L owner; the only extra porting on Johnson's bike is that the intake chamber was widened by one millimeter. However, Lett feels the large intake chamber is too insignificant to mention in the Wrench Report.

A long rod kit was installed to give the YZ a broader powerband. It doesn't increase horsepower.

Johnson's exhaust pipe is made by Stuart Toomey. The Wrench Report says to cut away 5mm from the center cone and the header portions of the stock pipe. The Toomey pipe has the same specifications as a modified stock pipe, but without the reweld seams — the smoother pipe gives better resonation. Lett did not disclose the actual dollar amount of the pipe, but he did say they are very expensive.

On the end of the pipe is an '85 production silencer with a steel core. Lett says it is much easier to repack than a 1984 stock silencer.

Johnson's 250 uses a stock YZ60 ignition, as used on Yamaha works bikes the past few years. Yamaha doesn't supply YZ250 owners with this information in the Wrench Report, because they don't always have enough YZ60 ignitions in stock; however, they are not trying to keep their use of YZ60 ignitions a secret, either. Lett says it's a "word of mouth" type thing, that if anyone asks, he'll tell them. He says the YZ60 ignition has the same curve as the stock YZ250 ignition, but has a heavier flywheel, producing less wheelspin and more traction, especially on hard, dry surfaces.

Jetting is also the same as mentioned in the Wrench Reports. The only modification to the carb is the custom-cut slide. It now has a 2.75 cutaway — stock is 3.00.

The intake reeds are the original steel ones. They have never been changed. Lett likes them because they work well and don't wear out or break, unlike fiber reeds.

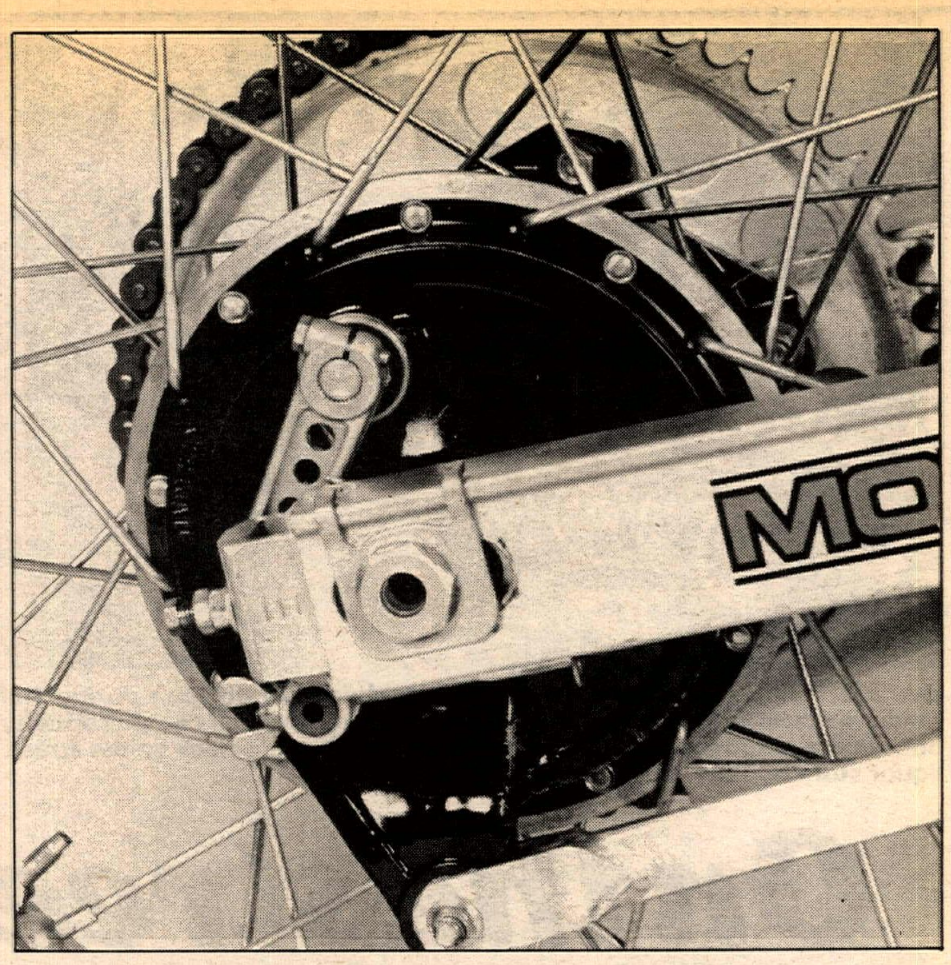
Johnson's Yamaha uses stock '82 YZ250J aluminum clutch plates. Lett replaces the plates every two weeks and the clutch springs after every race. He says Johnson likes to abuse the clutch.

According to track conditions and layout, the transmission is changed for either an '82 or '83 transmission from the J and K YZs. Final drive gearing also varies. Stock has a 14-tooth countershaft sprocket and a 53-tooth rear. At Washougal, Lett switched the rear sprocket to a 54 to suit the long and steep uphills.

Front and rear suspension has major changes. The stock rear shock is thrown out for an Ohlins shock, with a compression damping clicker (externally adjustment knob), located on the reservoir.

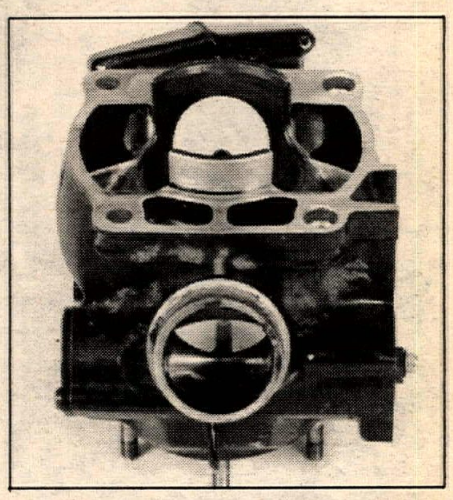
Lett installed a Simons Anti-Cavitator fork kit on Johnson's YZ. Unlike the standard Anti-Cavitator kit, Johnson's has a new base valve for more

Johnson's bike is a blast to ride. The harder the bike is pushed, the better it works. The forks are incredibly stiff — almost rigid.



Johnson trashed the stock Z-spoke wheel for a standard-spoke YZ490 wheel. Next year, YZs will have new revised Z-spoke wheels.

Forks are equipped with a Simons Anti-Cavitator fork kit. Disc brake will be stock in '85.



The porting specifications used are the same ones revealed in the Wrench Report.

progression. Johnson likes his forks incredibly stiff. For example, the stock spring is rated as a number .300, while the optional heavy-duty spring from Yamaha is .325, which is quite stiff. Johnson uses a .375 spring.

At the beginning of this year —and throughout previous years — Johnson and his teammates have had problems with the rear wheel collapsing on rough tracks. The technicians at Yamaha thought they had the problem solved with the new Z-spoke design; however, Johnson, who is known to destroy rear wheels often, managed to collapse the Z-spoke wheels. After breaking a wheel during the second National, Johnson switched to a standard, heavy-duty spoke design YZ490 wheel and the problem disappeared. Yamaha decided to use this wheel, at that time, on the '85 production Yamahas, but then they developed a stronger, revised Z-spoke wheel halfway through the season. Since the points race was tightening up, Johnson and Lett opted to stick with the already-proven YZ490 wheel, not wanting to take any chances. Keith Bowen, however, did make the switch and had no problems. The new Z-spoke wheels with gold Excel rims will come stock on '85 YZs. Since Johnson uses a 490 hub, the brake drum is larger on his bike than on a stock 250.

Up front, Johnson uses a disc brake system that will be found on '85 production YZs.

Most of the other changes are relatively minor ones to help make the bike more reliable, or to satisfy Johnson's personal preferences. The radiators are reinforced with stronger brackets; the bottom frame tubes are flattened for strength and the rear brake lever stop is beefed up. To help prevent flats, heavy-duty inner tubes from Dunlop are used along with a Pro Flo air filter and a stronger TR D.I.D. chain. Instead of the usual 50/50 mixture of distilled water and coolant in the radiator, Lett uses more coolant at a 80/20 ratio. Yamaha R synthetic oil mixed at 40:1 supplies lubrication.

Lett built his own chain guide out of very hard plastic. He designed it so the part that the chain actually slides on can be replaced without having to replace the whole chain guide, which has to be done on the stock YZs.

The handlebars are custom made for Johnson by Answer Products. The Johnson signature bars are now available to the public. He uses short levers on both the brake and clutch sides, and the clutch lever actuating arm on the engine was extended for a lighter pull. An aluminum shift lever was custom built for Johnson, because he has such large feet — it was lengthened 8mm. Johnson uses slightly modifed Honda grips.

Every week Lett tears the bike down to the bare frame, splits the engine cases and checks everything for wear. Lett replaces the rings after every race and the piston after every two races. The frame is original and has never had any cracks.

Now the fun part — riding it. After 10 Nationals, and untouched after the final race at Washougal, I thought Johnson's bike would feel a bit beat up — I was wrong. The controls felt as though the bike came right out of the crate, but the most impressive part was the motor. Throttle response was very crisp. Through the gears, the power came on quick and strong; there was no hesitation anywhere throughout the powerband. Each gear revved out very quickly, so it felt as though it had to be short-shifted.

Compared to a stock YZ250L, Johnson's Yamaha felt more like a 125 with double the horsepower; however, it wasn't hard to ride at all — in fact, it was easy. The main power advantage over a stock YZ was on top. A stocker has plenty of grunt down low but lacks on top; Johnson's has about the same power off the bottom but keeps pulling when the stocker starts to sign out, but it does have to be shifted sooner.

Even though the track was hard-packed and dry, Johnson's bike was easy to control exiting turns. The longer rod and different ignition makes the power delivery very broad and manageable. It rarely wanted to fishtail out of the turns (Bridgestone tires were mounted). The most impressive aspect of the motor wasn't the top speed, but the strong and smooth powerband. It hooked up well and was very predictable.

In tight turns, one flick at the clutch lever brought the mid-size rocketship to life, no matter how low the revs dropped. The motor was just plain neat!

Although much better than stock, the overall suspension package didn't quite fit my tastes — mainly beause of the forks. Stiff doesn't really describe how they feel — it's more like rigid. My arms rarely pump up when riding or racing, but after two quick laps, they felt like they were going to explode. According to Lett, even Glover's and Bowen's forks are much softer than Johnson's. Braking bumps felt the worst. The forks felt as though they only had two inches of travel instead of 12; it is definitely a rough ride. Johnson likes them stiff so he can really push the bikes through rough terrain and over huge whoops as hard as he can, and he doesn't like the front end to dive when entering turns.

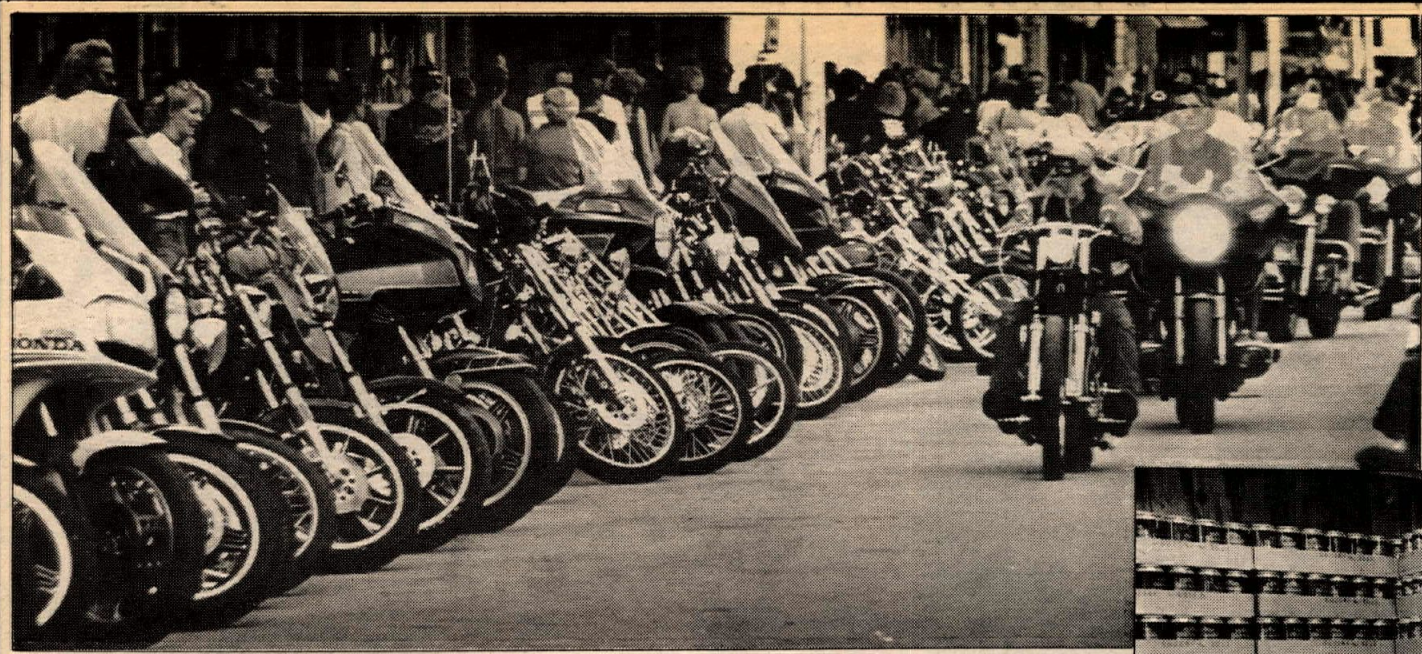
The back end, however, was quite nice and wasn't nearly as stiff. Johnson weighs about 180 pounds, while I weigh in at about 155; I felt the rear end was about right for me. The biggest complaint I have about the stock YZ rear suspension is that it's way too soft and springy — Johnson's wasn't. It was stiffer which gave me much more confidence when the going got rough. Nonetheless, suspension tuning is the rider's personal preference — what might be right for him, won't be right for anyone else.

Slowing the Yamaha down was an easy task. The front disc brake worked very smoothly and didn't have any tendency to lock up even on the slick stuff. The rear brake worked almost as well, and it too didn't like to lock up.

As the day progressed, I felt more at home on the Yamaha; enjoying every second on it. I started to feel quite fast on it, much faster than on a stock YZ. The bike liked to be pushed, and the harder you pushed it, the easier it was to go faster. It loved to be slammed into the berms and sailed over the jumps, but my endurance was too short on the YZ. The stiff forks quickly wore me out.

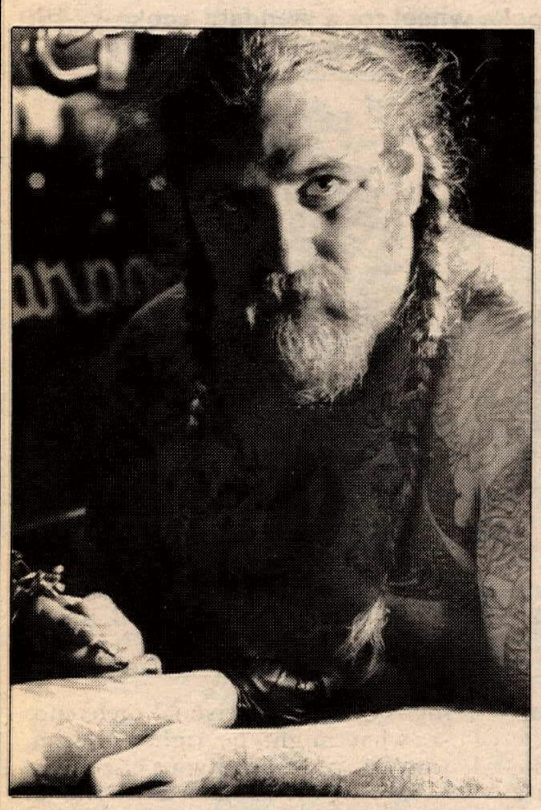
Then it was time to load up, and the next stop was Yamaha headquarters in Stanton, California. There, Lett tore down the bike and proved to me all the modifications were for real.

The only real bummer about Johnson's Yamaha was that it didn't turn me into a National-caliber rider. But I sure had fun trying. Anyone could own a Rick Johnson replica YZ250L because his Yamaha came off the same assembly line as Joe Blow's YZ sitting next to you on the starting gate. However, to modify a production YZ like Johnson's would cost money — but at least you've got the choice. •

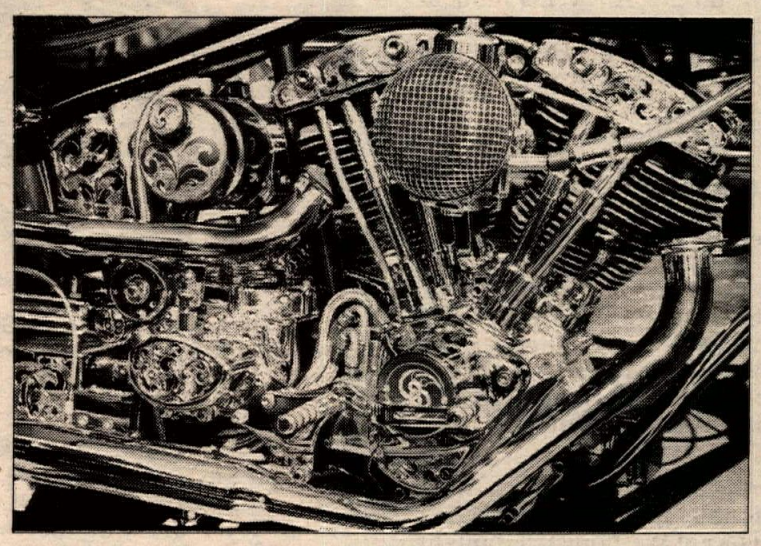


(Above) Trying to find a parking spot on Main was difficult during Rally Week. Pedestrians had plenty to look at. (Right) The most popular cans in captivity were the ones containing Harley beer. Selling for up to $25 a six-pack on the street, the local liquor store had them cold for $3.65.

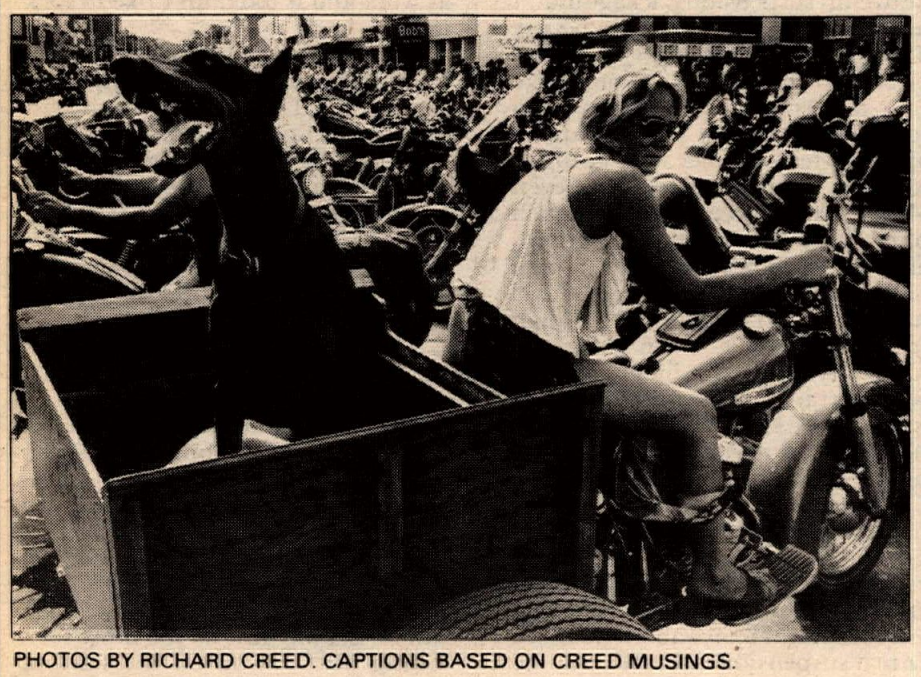
On the street in Sturgis



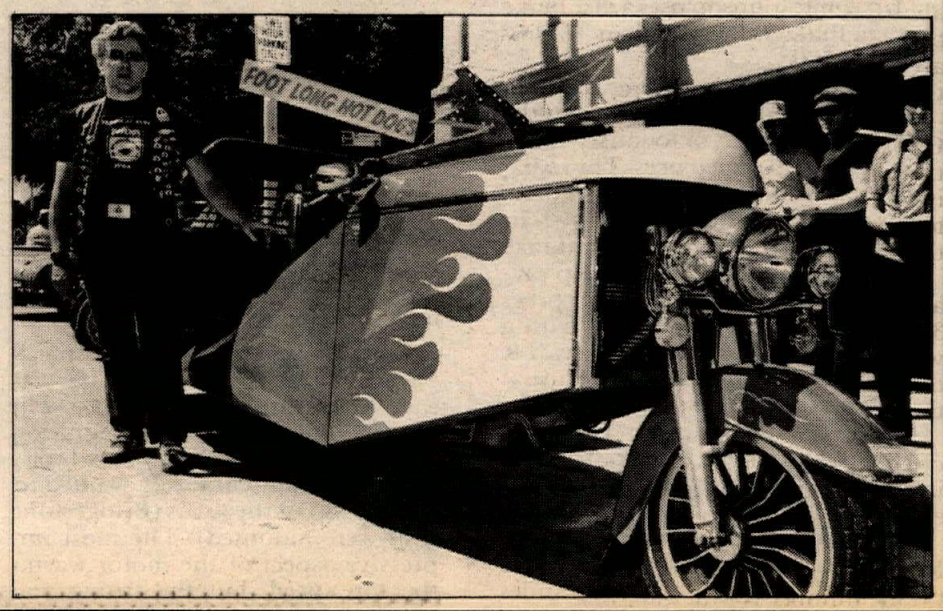
(Above) There were purveyors of permanent epidermal art. (Below) No need for a chain or lock with that doberman.



In 1984 custom machinery returned in force, and the number of rat bikes was down. In addition to the rolling sculpture show, Sturgis residents noticed less oil left on city streets.

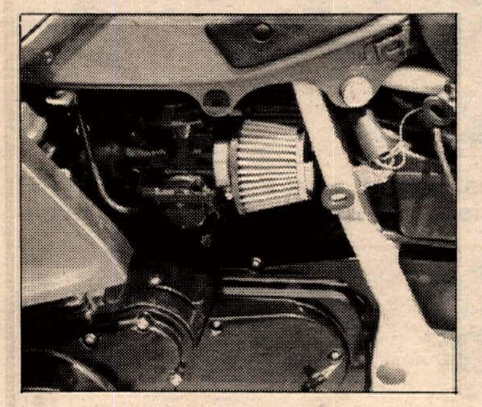


(Above) David Mann and Gara Weitzel were married by the mayor. They wore a Harley. (Below) The Chariot of Fire trike featured parts from a Mustang and a Harley, among others.

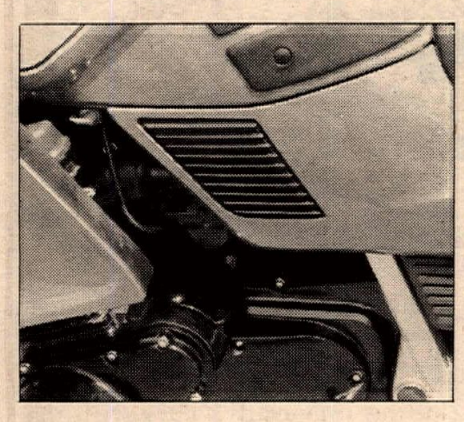


PHOTOS BY RICHARD CREED. CAPTIONS BASED ON CREED MUSINGS.

PRODUCT EVALUATION



John Cordona's rejetting kit for CV carbs hides under a GS1150's side-panels, improves performance.



Cordona CV carb rejetting kit

John Cordona of Fours N' More, a high-performance motorcycle shop in Reseda, California, says his CV carb rejetting kits for four-cylinder motorcycles eliminate surging, reduce vibration and increase response and performance throughout the rpm range. The basic kit consists of slide needles, needle clips, pilot jets and a selection of main jets and sells for $79 in a box, $125 installed if a customer brings in a complete motorcycle, and $104 installed if a customer brings in a set of carbs already off the motorcycle. The kit is designed to be used with K&N fabric air filters, which cost an extra $52.

To test Cordona's kit, we laid out a 250-foot acceleration run up a steep street — the grade measured 22%. A rider approached the test section at 40 mph (about 2500 rpm) in third gear and snapped the throttle open at the start of the section. The bike reached about 60 mph (3800 rpm) at the end of the section, and the time needed to accelerate through the section was timed with a stopwatch.

The bike we used was a 1984 Suzuki GS1150, stock except for the installation of a Bassani street pipe. Before installing Cordona's kit, the bike took 3.2 seconds to accelerate through the test section.

After installation of Cordona's kit at roadside — it took Cordona about 30 minutes to finish the job as we watched — the bike accelerated through the test section in 2.9 seconds; that's an improvement of 0.3 seconds.

Just as convincing was the motorcycle's performance on the street after installation of the kit. Surging was eliminated and vibration reduced.

Cordona's shop is located at 7020 Reseda Blvd., Reseda, CA 91335; the phone number is 818/996-8109.

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$18.75 @ $15.75 X	_____	=$ _____	$18.75 @ $9.50 X	_____	=$ _____
$15.75 @ $12.75 X	_____	=$ _____	$15.75 @ $7.50 X	_____	=$ _____
*$13.75 @ $13.75 X	_____	=$ _____	$13.75 @ $6.75 X	_____	=$ _____

C.N.35 TOTAL # TICKETS _____ SUB-TOTAL =$ _____
*No Discount On G.A. Tickets +$2.00 Per Order Service Charge =$ 2.00
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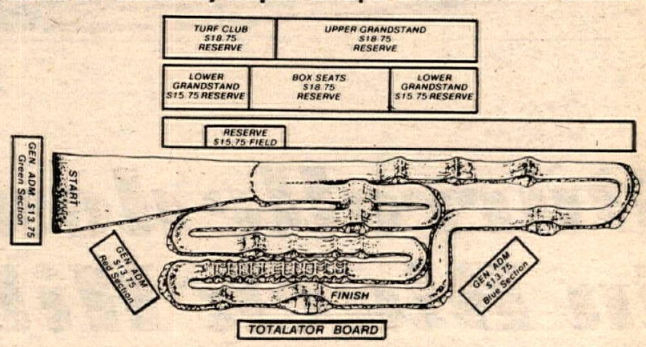

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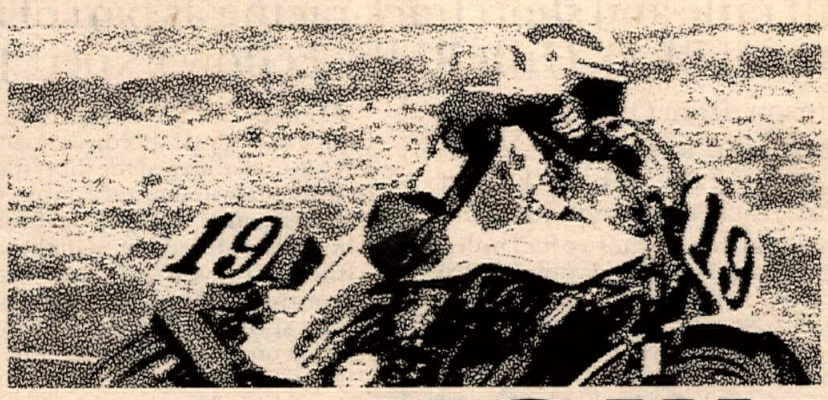

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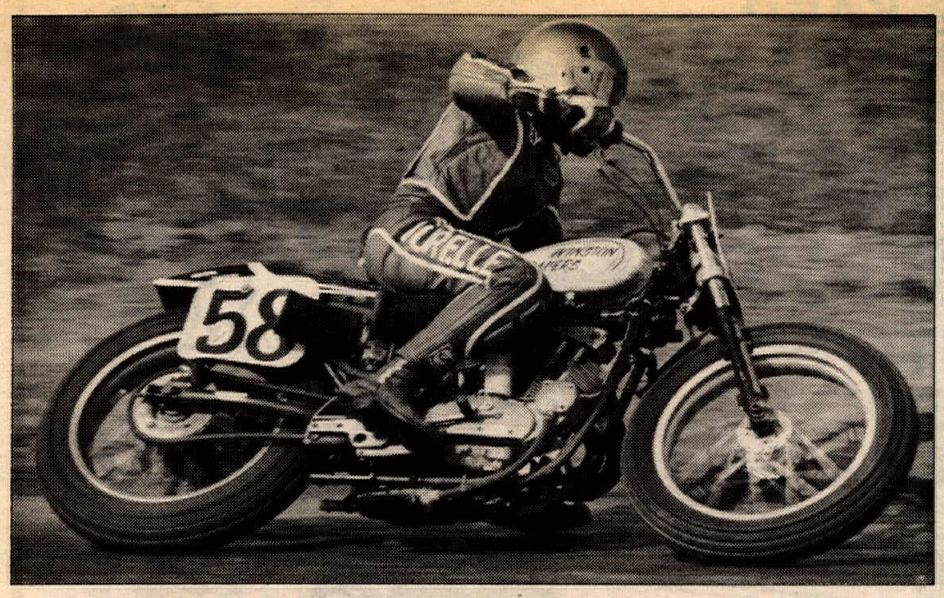
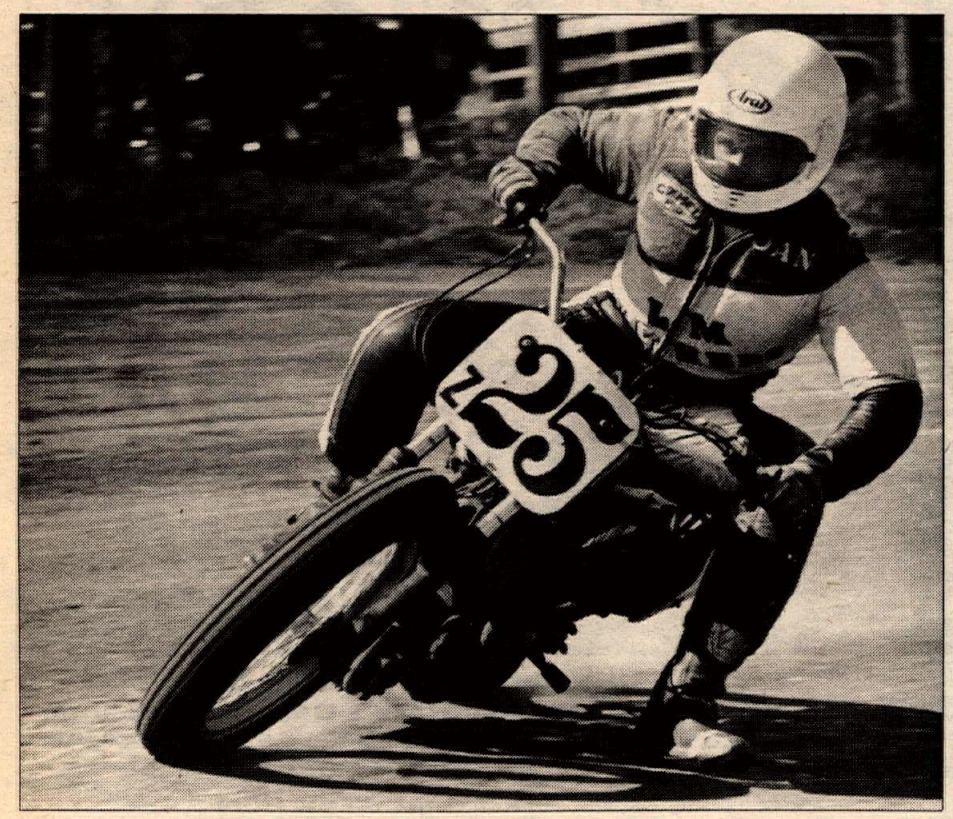
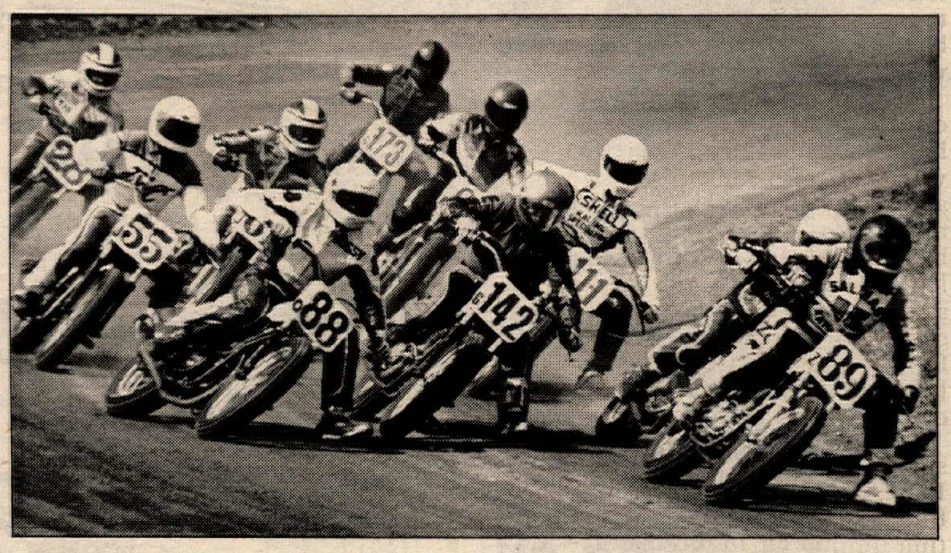


PHOTOS BY RICHARD CREED

Jeff Johnson (37) had a good weekend, with a first, a second, and a third in Expert racing. (Below) Frank Garcia (Z89) won Sunday's Novice main.

(Above) David Durelle won both Expert half miles. (Below) Dan McDonnell was also a double-half-mile winner, in the Juniors.





Durrelle doubles in Black Hills Classic

By Richard Creed/Meade County Times-Tribune

STURGIS, SD, AUG. 10-12

Minnesota rider David Durrelle claimed a pair of wins as the Jackpine Gypsies hosted half mile and short track racing as part of the annual Black Hills Rally. Fellow Expert Jeff Johnson, from California, had a successful weekend as well as he claimed the Junior/Expert short track and then finished second and third in the two half miles.

Pro racing began Friday night with the Novice short track. Jace Carter, aboard a Suzuki, topped all riders in the 15-lap main event with a time of 3:31.758. Carter, of Windsor, California, kept his wheels in front of second-place Curtis Cannon and third-place rider, Dean James. Carter's win is somewhat unusual in that he rode a Suzuki to the winner's circle. Carter was the only Suzuki rider to post a win all weekend.

As a special attraction following the regular races, speedway specialist Pat Cain, challenged the short trackers to a five-lap match race. Answering the challenge was Curtis Cannon, who had qualified fastest in the semis. Although pressed by Cain in the first lap or two, Cannon took an easy win as the speedway rider failed to find traction on the slick quarter-mile oval.

Johnson of Rialto, California, powered his Honda to the Saturday night win in the combined Junior/Expert short track race. Following Johnson in second and third place were Mark Key and Barry Pelkey. Once again, Pat Cain aboard his alky-burning Jawa speedway bike, lost out. This time out, it was main event winner Johnson taking the checkered flag as Cain fell between turns three and four. But, while he was rolling, Cain looked good, taking the lead from Johnson at one point. But, once again, the short track surface proved to be the undoing of the southern Californian.

Durelle won the Expert final race Saturday and backed it up with another victory Sunday despite a rear tire that went flat on the final lap.

Johnson, also aboard a Harley, finished second to Durelle Saturday, but after winning the short track Saturday night, he crashed in his heat Sunday, restarted, won his heat, but could do no better than third behind Arney Wick in the final race.

Junior class rider Dan McDonnell took the weekend half mile wins over second-place man, Monte Hill, both riders were aboard Harleys.

Curtis Cannon showed his Friday night finish was no fluke by acing the rest of the Novice class with a half mile win Saturday afternoon. Cannon held off Mike Macedo and Bugsy Booth for the win. Unfortunately, Cannon couldn't repeat his winning ways on Sunday as Frank Garcia got the holeshot to turn one in the final and it was all over but the shouting. Garcia led every lap of the Novice final, while Cannon got past Booth into fourth place temporarily on laps six and seven, but dropped back to finish fifth at the flag.

Commentary: You say you came for the races? Are *you* ever a minority. Too bad. A lot of local folks bust their rears to put on a good show of Novice, Junior, and Expert short track races, half mile races, amateur short track races, amateur hillclimbs, and road tours. And what do they get for all this work, for which they have probably taken their vacation for? Why they get what every hard working enthusiasts gets. Another day older and deeper in debt. It ain't fair.

At the bars, at the city-owned liquor store, at the courthouse, at the Main Street vendors, money flows so fast and furious that it all but floods the banks. But, at the races, they all moan about ticket prices and think that the Jackpine Gypsies and the Black Hills Motor Classic group are making a killing financially. They wish that it were so.

The only killing that's going on is the race programs are getting clobbered. For instance, spectator attendance and rider entries were down again this year. On Friday night, only 22 riders signed up for the short track. It was only marginally better for Saturday night's Junior/Expert race (30 riders), which is usually one of the best-attended of all rally events. It's too bad, but the groups involved seem unable to stop the steady decline in racing they are witnessing.

You would think that with over 25,000 motorcyclists in town there would be a lot of interest in racing. Not so. Someone once said of Daytona, "The Harley riders go to the bars, and the rice burners go to the races." And Sturgis is definitely a Harley event. Complicating this year's race programs was a group of AMA hotshots sent in to show the yokels how to stage a race officially. Good grief! Spare us from official officials! •

Results

SUNDAY

EX: 1. David Durelle (H-D); 2. Arney Wick (H-D); 3. Jeff Johnson (H-D); 4. Kelly Larkin (H-D); 5. Todd Gieseck (BSA); 6. Gregg Wagenknecht (H-D); 7. Mark Gibson (H-D); 8. Mark Lenhardt (H-D); 9. Mike Sullivan (Tri); 10. Robert Conway (H-D); 11. Brian Anderson (H-D); 12. Randy Triplett (H-D).

JR: 1. Dan McDonnell (H-D); 2. Monte Hill (H-D); 3. Brian McGonigal (Rtx); 4. Bob Russell (W-R); 5. Steve Owens (Hon); 6. Frank Sanchez (Hon); 7. Ryan Fisher (Rtx); 8. Clem Collins (Yam); 9. Frank Crane (Hon); 10. Jeff Haggar (H-D).

NOV: 1. Frank Garcia (Hon); 2. Darin Balderston (Hon); 3. Bryan McDowell (Yam); 4. Bugsy Booth (H-D); 5. Curtis Cannon (Yam); 6. Frank Latimer (HOn); 7. Eric Satterwaite (Hon); 8. Dean James (C-A); 9. Gino Brienzi; 10. Randy Roose (Hon).

SATURDAY

EX: 1. David Durrelle (H-D); 2. Jeff Johnson (H-D); 3. Todd Giesick (BSA); 4. Barry Pelkey (H-D); 5. Arney Wick (H-D).

JR: 1. Dan McDonnell (H-D); 2. Monte Hill (H-D); 3. Kent Jesson (H-D); 4. Frank Sanchez (Hon); 5. Roger Voorhies (Rtx).

NOV: 1. Curtis Cannon (Yam); 2. Michael Macedo Jr. (H-D); 3. Bugsy Booth (H-D); 4. Bryan McDowell (Yam); 5. Frank Garcia (Hon).

SATURDAY SHORT TRACK

JR/EX: 1. Jeff Johnson (Hon); 2. Mark Key (Yam); 3. Barry Pelkey (H-D); 4. Keith Satre (H-D); 5. Monte Hill (H-D).

FRIDAY SHORT TRACK

NOV: 1. Jace Carter (Suz); 2. Curtis Cannon (Yam); 3. Dean James (C-A).

Against Govt. B.S.

(Continued from page 11)

them you're too stupid to teach.

In the face of narrowmindedness, there's plenty of evidence indicating that taking a formal rider ed course is probably the best thing a new rider can do to insure his motorcycling longevity. Training can also help the experienced motorcyclist pick up a few survival tips, or simply see the mechanics of riding in a more illuminating light.

(If you think you're too good to participate in one of the Motorcycle Safety Foundation's Better Biking Programs, then maybe you should sign up for one of the road-racing schools. Either way, when put to the test, many high-mileage street riders have found they can't ride nearly as well as they thought they could.)

Because the safety hierarchy doesn't care for rider ed, bikers themselves have taken up the call. Increasingly, when interest groups come around asking for something special, lawmakers plead budget distress. But led by the AMA, the MSF and state and local motorcycling groups, riders have said they want statewide rider ed programs and that they're willing to pay for them. In the past few years, legislators in 19 states have found that offer hard to refuse.

California's Assembly Bill 2489, sponsored by the flamboyant Dick Floyd (D-Gardena) is typical of self-funding rider ed bills and at the same time unique. On the normal side, the legislation would increase motorcycle registrations by $2 to fund voluntary rider training programs and motorcycle awareness campaigns throughout the state. While some rider ed laws provide for the hiring of a program coordinator or the appointment of a small steering committee, the California bill goes its own way by calling for a 15-member commission and authorizing that group to employ a staff.

Beginning in the Assembly Transporation Committee in February, AB-2489 steadily made its way through the Assembly and is now before the Senate Finance Committee. Essentially, the bill is just two or three votes away from arriving on the governor's desk for enactment. Were California not blessed by a virtually unlimited legislative session, AB-2489 would have wound up like similar bills in Delaware and West Virginia, victims of session deadlines.

Obviously California would be the big plum for self-funding laws. Already, the owners of 2.3 million of the nation's 5.6 million registered motorcycles can benefit from the self-funding training programs in their states. As the largest riding state, California's 645,000 motorcycles will not only generate $1.3 million for the state's own rider safety program, but it will also put that nationwide total over the halfway mark, at $2.9 million. That's an impressive sum for a scheme that many safetycrats refuse to acknowledge as a method for decreasing motorcycle accidents.

To keep this legislative ball rolling, California riders should mail a brief note in support of AB-2489 to Sen. Alfred Alquist, chairman of the Senate Finance Committee, as well as to your own senator (California State Senate, State Capitol, Sacramento, CA 95814). Riders in other states can contact the AMA's Government Relations Department (P.O. Box 141, Westerville, OH 43081) to find out if they live in one of the self-funding states, or to learn how they can help get such a bill moving when their legislature opens again for business. We've got to keep on proving that we're willing to work and pay for what we know we need. •

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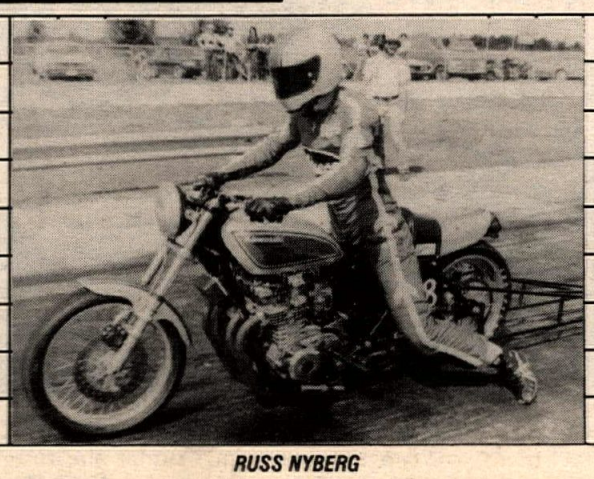

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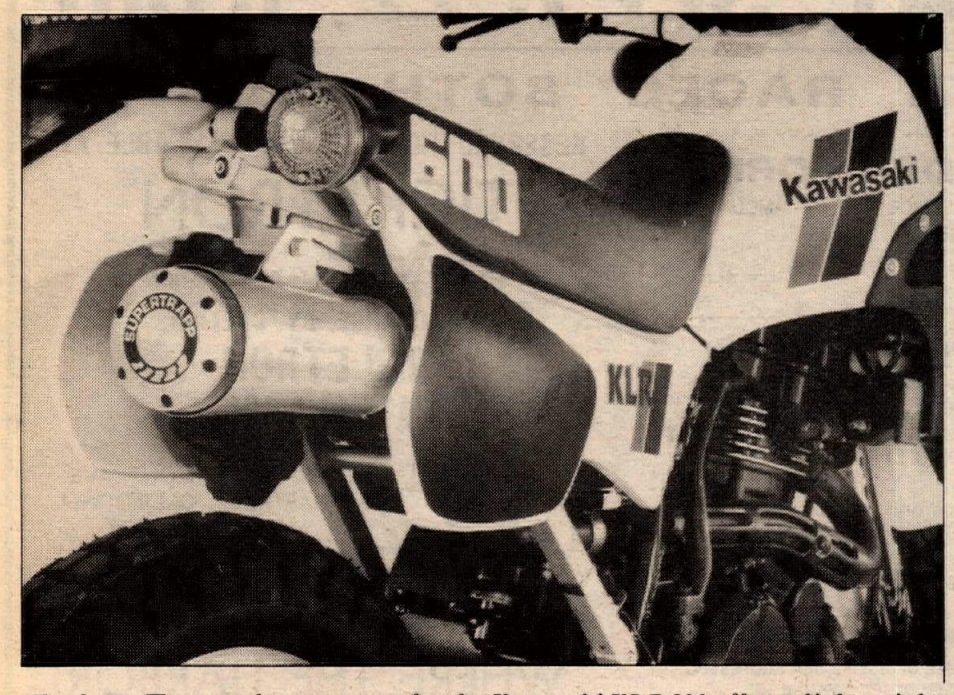
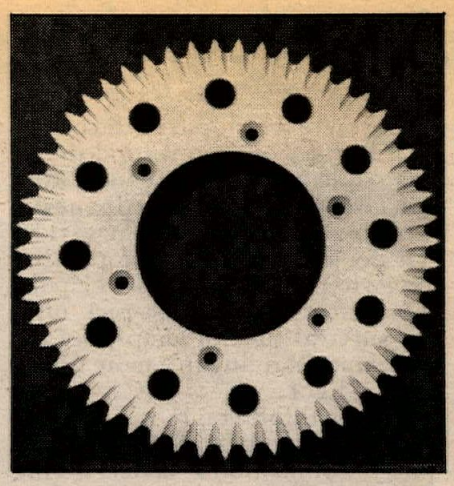


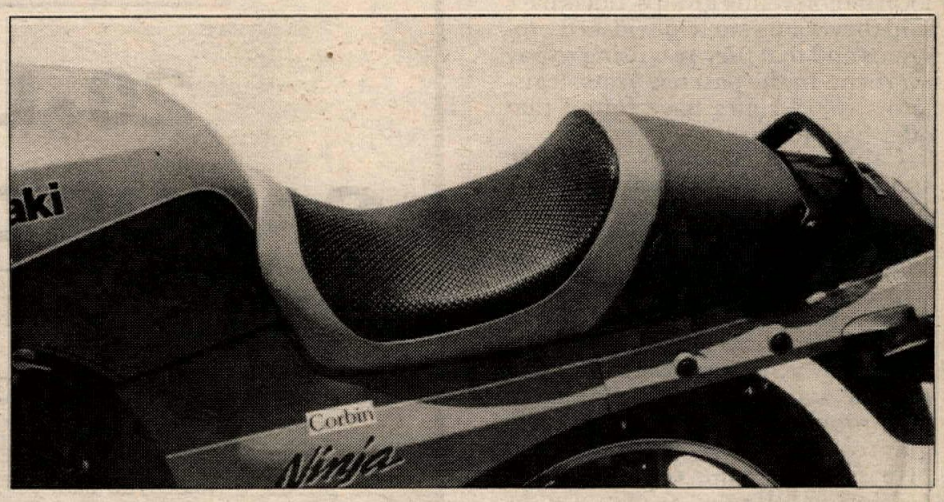
The SuperTrapp exhaust system for the Kawasaki KLR600 offers a lightweight aluminum silencer with a die cast aluminum end cap and tuneable diffuser discs. Equipped with a spark arrestor, the system sells for $94.95 from your Rocky Cycle dealer.

Fox Eyes visors are the latest creation from the folks at Moto-X Fox and feature five-snap attachment to keep them in place under the toughest conditions. Available in a multitude of color combinations for $5.50 from your dealer or direct from Moto-X Fox, Dept. CN, 520 McGlincy Ln., Campbell, CA 95008.

Clean up your act with DirtRider Detergent, a specially formulated cleaning agent designed to make your nylon riding pants and jerseys come out of the washing machine in top shape. In powder form, the quart size ($5) will do eight wash loads. A gallon size ($15) is also available. See your Moto-X Fox dealer for all details.

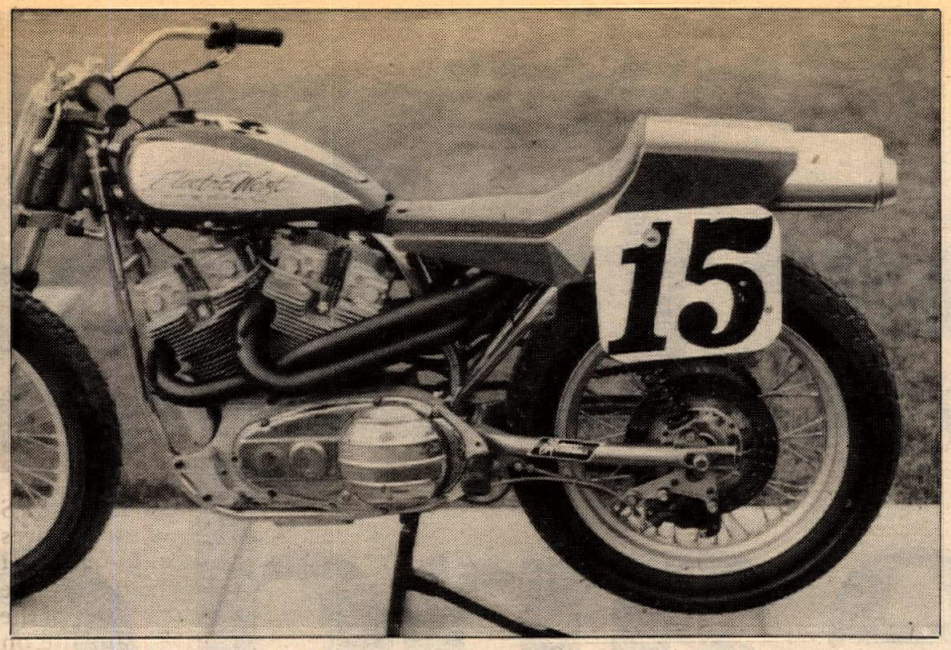


Superclean sprockets from S&S Machine feature cleanout grooves around the perimeter of the sprocket face, which are designed to keep the dirt, mud and other debris out of the chain for longer drive train life on your dirt machine. Available for all machines fitted with #520 chain, the units are crafted from T-6 aluminum alloy and sell for $27.50 from S&S Machine Parts, Dept. CN, Rt. 1, Box 368B, Travelers Rest, SC 29690.

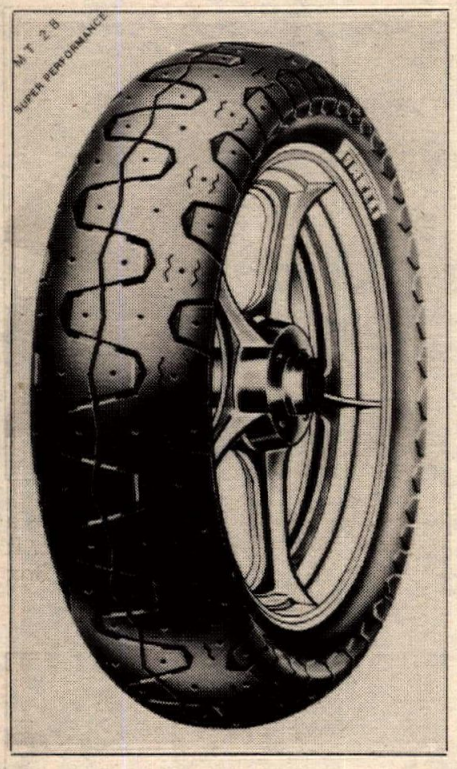


The Corbin Gunfighter saddle is designed for the Kawasaki Ninja and has a lightweight base plate, urethane foam padding and a cover of Naugahyde. It sells for $149 from your dealer or contact Corbin Saddle, Dept. CN, P.O. Box 1562, 123C Lee Rd., Watsonville, CA 95077-1562 for more info.

Stay dry with the Aztec rainsuit from Atlantic Rainwear. Constructed from PVC-coated nylon, the one-piece suit features a front zipper with a hook-and-loop closure, a corduroy collar and elasticized cuffs all for $37.99. Also available is an insulated version suitable for winter use, the Alpine, which has a quilted lining and sells for $61.99. See your dealer or contact Atlantic Rainwear, Dept. CN, 5082 Bolsa Ave. #109, Huntington Beach, CA 92649.

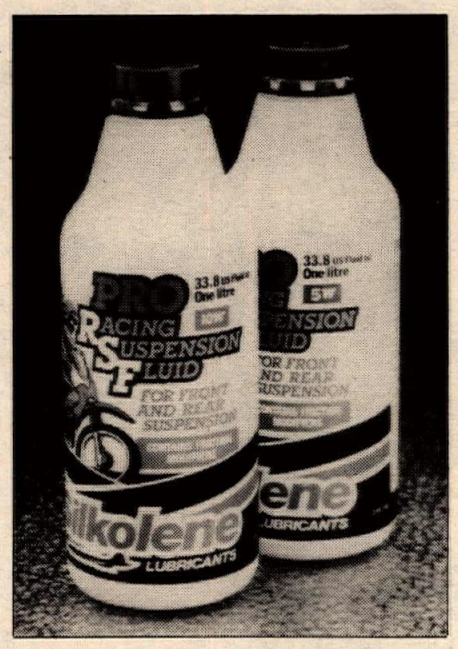


Mert Lawwill Products offers a complete exhaust system as well as a seat/fender assembly for the Harley-Davidson XR750. The exhaust system exits under the seat assembly and makes for a narrower motorcycle. The header pipes sell for $65 per set, while the muffler set retails at $96 and the seat/fender assembly for $105. A side-mounted oil tank is also available from the champ for $165. Contact Mert Lawwill Products, Dept. CN, 148 Rock Hill Dr., Tiburon, CA 94920.



Pirelli Phantom Super Performance tires are the latest addition to the line of accessories offered by Cosmopolitan Motors. The Phantom offers a semi-slick tread design and a stickier compound. See this and other Pirelli tires at your Cosmopolitan Motors dealer.

The Lightning jacket from Kawasaki by Hein Gericke is tailored from black leather with a subtle red piping accent, Spandex side panels, a draped back to keep your back covered when you lean forward on your favorite bike, and zippered front and sleeve closures are features of the Lightning. Available in sizes for women ($184.43) and men ($200.27) from your Kawasaki dealer. Matching Lightning pants ($155.13) are also available.



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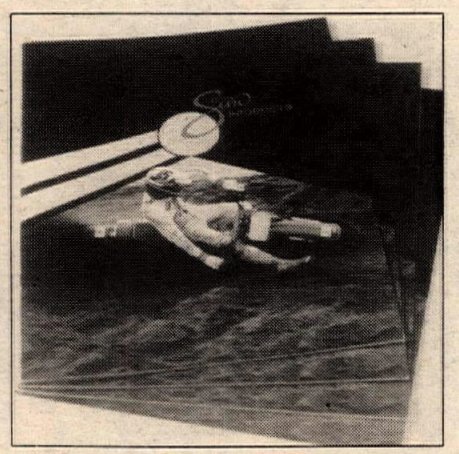

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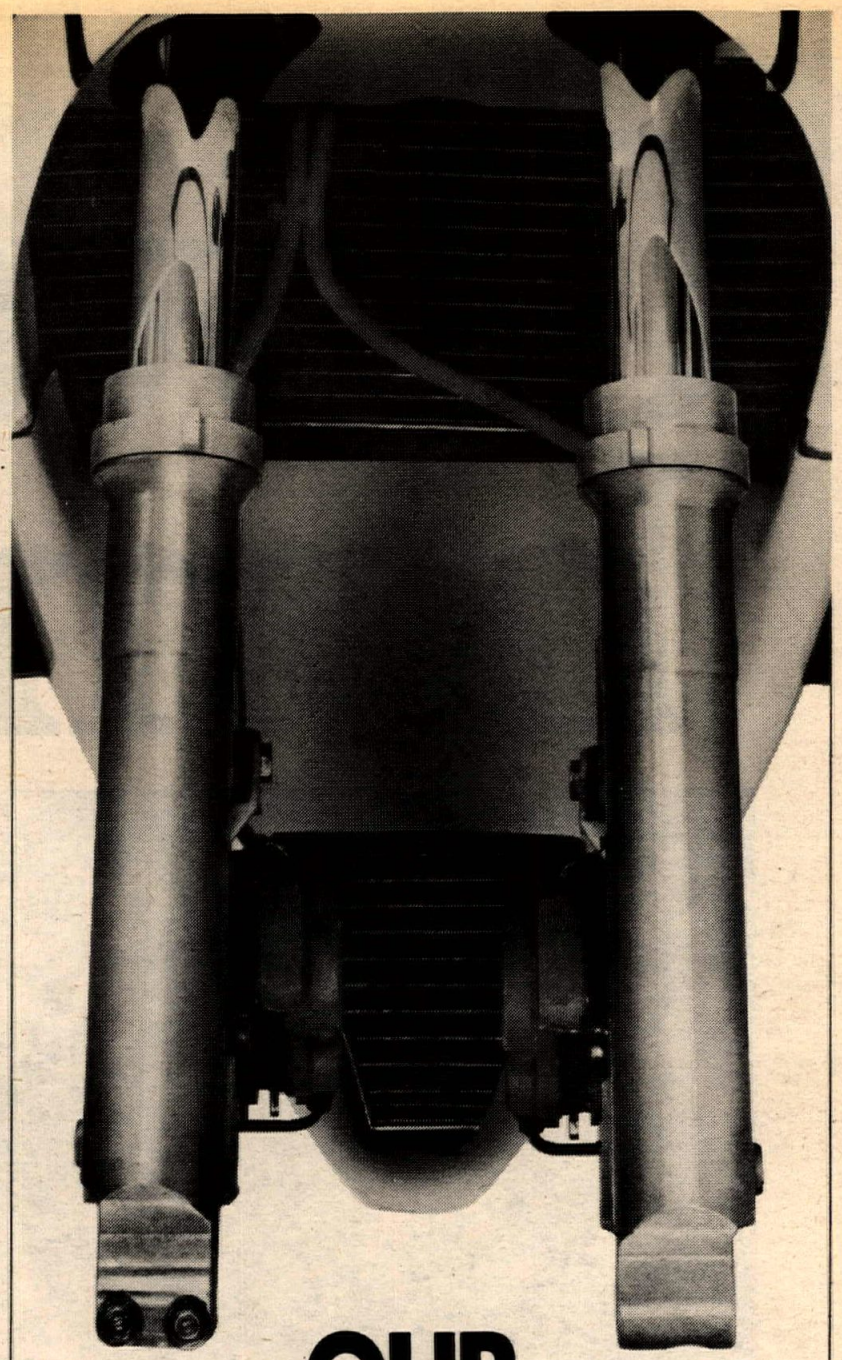

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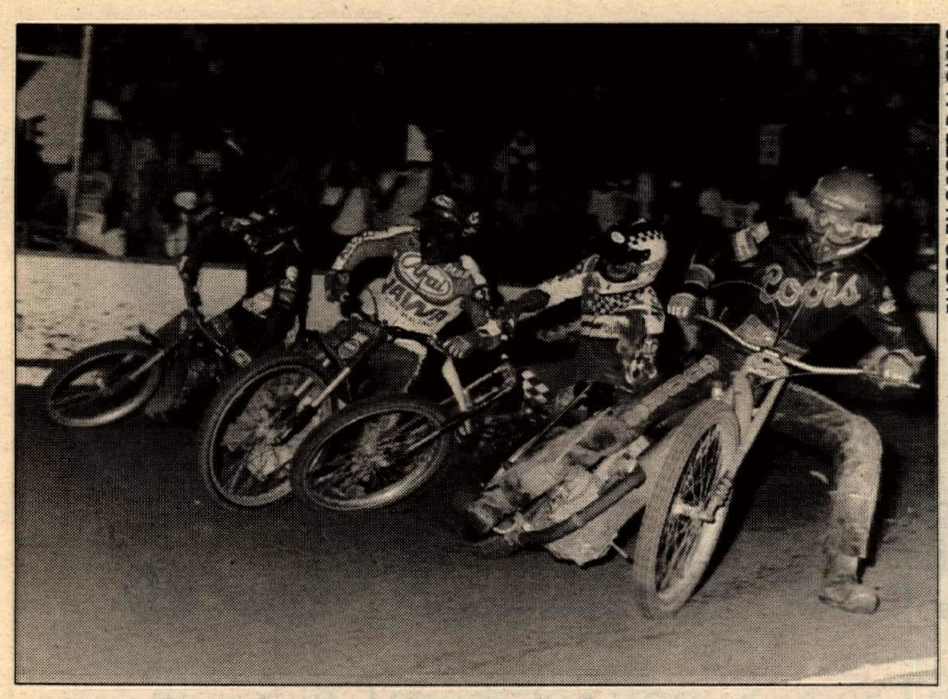

PHOTO BY SCOTT DALOISIO

Shawn McConnell gets wedged between Brad Oxley (right) and Dubb Ferrell as they fight for position at Costa Mesa.

Christian, Curoso cruise at Costa Mesa

By Scott Daloisio

COSTA MESA, CA, AUG. 31

Alan "Crazy" Christian celebrated the birth of his second son the previous evening by taking a three-length victory over John Sandona for his fifth Scratch main of the season at the Orange County Fairgrounds.

Christian came from the number-two gate to jump into the lead at the start over Keith Chrisco, John Sandona and Brad Oxley. Sandona took Chrisco for second in turn three and then went after Christian (STP/Cirello Racing/Bell/Valvoline/Fiberglass Concepts/PBI/Terrycable/Hi-Point/Tsubaki/K&N Gdn). Try as he might, there was no way Sandona was going to get near enough to take a shot and Christian took the win by three lengths. Sandona held on for second with Chrisco third just ahead of Oxley. It should be noted that all three motors were set up by Bruce Eikelberger of Windlord Performance.

Mike Curoso wove his way through the traffic to win his first Costa Mesa Handicap main of the season. Starting from the 30, Curoso (John 3:16/KEZY/Scar/D.I.D./Castrol/Kal-Gard/K&N/Champion/Simpson/Cooper Cross/Grab On/B&B Foreign Auto/STP/Fairway Ford/Rivera Enginneering/Mesa Bearing/Bolle Goggles Wes) took the lead from Sweden's Lennart Bengtsson at the end of lap two. Bengtsson then went wide and Curoso went through. The Swede recovered to finish second with Sandona third.

Victor Robledo (Wes) came into the evening as reserve but he won both his heat and the Second Division main in convincing style.

Jeff Jones (Up Time/PJ1 Wes) took advantage of Wayne Talkington's final-corner error to win his fourth Costa Mesa Division Three main of the season.

Results

SCRATCH MAIN: 1. Alan Christian (Gdn); 2. John Sandona (Wes); 3. Keith Chrisco (Wes); 4. Brad Oxley (Wes).

HANDICAP MAIN: 1. Mike Curoso (Wes); 2. Lennart Bengtsson (Jaw); 3. John Sandona (Wes); 4. Brad Oxley (Wes); 5. Randy Blevins (Gdn); 6. Alan Christian (Gdn).

SEC DIV: 1. Victor Robledo (Wes); 2. Don Faulkner (Wes); 3. David Hancock (Wes); 4. Jim Turner (Wes); 5. Oscar Salinas (Jaw); 6. Pat Hawley (Gdn).

THIRD DIV: 1. Jeff Jones (West); 2. Bob Tocco (Wes); 3. Randy Roscamp (Jaw); 4. Don Jackson (Jaw); 5. Dan Fishburn (Jaw); 6. Wayne Talkington (Gdn).

MATCH RACE: 1. Shawn McConnell (Wes) & Bob Ott (Wes) tie.

Faria doubles at IMS

By Scott Daloisio

SAN BERNARDINO, CA, AUG. 29

It was hot in San Bernardino. The temperature was over 100, it was "Fox Night" at Inland Motorcycle Speedway and the racing was also hot. The hottest thing around, however, was "Flyin' Mike" Faria who captured his eighth regular (ninth total) IMS Scratch main of the season and his first Handicap triumph.

Local rider Mark Dwyer took the initial lead in the Handicap main from the 20, only to have Pennsylvania's Warren Diem streak by on the back chute. Dwyer, forced high, attempted to get back to the pole but he had a screaming pack of Faria, Keith Chrisco, Dubb Ferrell and Gene Woods coming by underneath. Wood and Chrisco then chased Diem with Chrisco eventually getting by Woods on the third circuit. Chrisco went to work on Diem while Faria, coming all the way from the 40, took "Woodsie" for third on lap three. Chrisco got next to Diem coming off turn four on the fourth lap and he took the lead as they entered turn one. Faria also took Diem but there appeared to be no chance of catching the "Chrisco Kid." Faria then drastically closed the gap going down the back chute and got a tremendous drive as they came off four on the final circuit. They crossed the line inches apart in a photo finish, bringing the crowd to their feet and roaring as Faria was awarded the win.

The Scratch main was relatively easy for Faria (Budweiser/Shoei/Oakley/Kal-Gard/STP/Stephenson's Flowers Wes); he simply led all the way. Ferrell was second off the grid followed by Mike Curoso and Alan Christian. Christian quickly got by Curoso for third only to have Curoso re-pass him for the show spot on lap two. That's the way it ran to the checkered.

Don Butler (Dick's Garage/J&M Trophy & Silk Screen/Mike Sullivan Racing Associates Weslake) took his second IMS Division Two go of the month. After a restart due to a red flag, Butler led tapes to checkered for the win off the zero. David Hancock was forced to borrow Keith Larsen's bike and gave chase all the way but couldn't close the gap until too late, allowing Butler to take the win by three lengths.

"Chargin' Charlie Kolander" took his first-ever main event win anywhere when he held off defending National Junior Champion Jessee Finch in a masterful performance.

Results

SCRATCH MAIN: 1. Mike Faria (Wes); 2. Dubb Ferrell (Jaw); 3. Mike Curoso (Wes); 4. Alan Christian (Gdn).

HANDICAP MAIN: 1. Mike Faria (Wes); 2. Keith Chrisco (Wes); 3. Warren Diem (Gdn); 4. Gene Woods (Gdn); 5. Dubb Ferrell (Jaw); 6. Mark Dwyer (Jaw).

SEC DIV: 1. Don Butler (Wes); 2. David Hancock (Wes); 3. Rich Sweaney (Jaw); 4. Randy Bennett (Gdn); 5. George Armas (Jaw); 6. Ronnie Correy (Jaw).

JR MAIN: 1. Charlie Kolander; 2. Jessee Finch; 3. Tim Gewecke; 4. Marshall Topping; 5. Josh Larsen; 6. Bobby Cody.

Faria, Ott plot Ventura wins

By Bill Locey

VENTURA, CA, AUG. 28

Bob Ott achieved nirvana on wheels as he earned his way back to the 50-yard line after coming off the 40-yard line to win the Handicap main by 50 yards at the Commotion by the Ocean.

The Handicap main was a promoter's dream — four from the 40 with Andy Northrup behind them, all chasing Lenny Bengtsson off the 20. Once Ott cut under Bengtsson on the second lap, it was all over but the shouting, and fans everywhere are learning to do that when Ott's on the track.

In Scratch racing, "Flyin' Mike" Faria won number 12 as he took the main without problem or drama. Faria isn't going to break Lance King's track record 16 wins, but still a dozen is nothing to sneeze at. After winning his heat by miles, Faria had to hold off Northrup to take his semi and the main. But guess who the track points leader is after all the regular festivities are over? Wrong. It's Keith "Snakeman" Larsen — all he did was make both mains, again.

Warren Reid ended '84 perfect at Ventura as he won his third trophy in as many appearances — this time the D-2 main easily off the zero. Donny Faulkner, going faster than ever, was second.

Santa Paula local Jim Bradley smoked 'em in Third Division.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Andy Northrup; 3. Brad Oxley; 4. Keith Larsen.

HANDICAP MAIN: 1. Bob Ott; 2. Keith Larsen; 3. Mike Mazzacane; 4. Lenny Bengtsson; 5. Brad Oxley.

SEC DIV: 1. Warren Reid; 2. Donny Faulkner; 3. Bryce Eikelberger; 4. Rich Sweaney; 5. Kevin Krugh; 6. Mike Coniglio.

THIRD DIV: 1. Jim Bradley; 2. Jason Chism; 3. Rich Perkins; 4. Archie Perez; 5. Thomas Collier; 6. Oscar Salinas.

MATCH RACE: 1. Northrup def. Oxley.

Curry cool at Baylands

By W.H. Spencer

FREMONT, CA, AUG. 25

While most of the fat cats were off playing in the national qualifier games down South, the cool kids hung in for rond 17 of 20 Class A speedway races at Baylands Raceway, where once again a great track greeted the riders. The newest of faces in the maddening crowd was Jim Sisemore — the former motocrosser bedecked in his new M & M leathers trying to repeat his first Division One rides from last week, while "Kid" Curry topped the programs in the feature match race and ran off and hid in the Scratch main.

With the skinny Division One program, a three-heat Handicap program was utilized and worked great. Scott Nelson hung on despite the white flag to win the first heat with Curry stuck behind Mark Zeissler. Sisemore hung on close to Mark Dragony for second in the second heat, while it was Kevin French way out front on the third heat, and Tom Ferris made it off the forty to win the final heat.

In the Handicap Semi's Sisemore got the crowd going with a great win over Curry and Zeissler, while young Todd Varner rode into the main in his first ride at this track leading Ferris and French to the line. Varner got a good shot off the zero and held the line to win the main, while Sisemore kept the crowd on its feet trying to get around.

Last week was the first time in the big boy ranks for Sisemore, and he won the Divison One Handicap making many fans happy. Tonight, he won his first-ever scratch heat over the veteran Tom Ferris and is fast becoming a favorite face around these parts. In the Scratch semi, Ferris got a good gate and had no trouble winning with Curry in tow for the fifth match up of the night with a one-ups-manship for Curry. In the second semi, Sisemore got around Mark Dragony and Darrell Anderson and put the crowd on its feet winning and at least their favorite in the main.

Curry got the license to steal despite being the last guy to come out for the pick when he pulled the number-one slot. With only one try to break the ribbons, the green went to Curry who was colored gone. Ferris tripped in for a good second in the match up that lasted all night between the two with Sisemore happy to have gotten as far as he did on his Maely.

Rocket Rob Damron took his third Div II main on the Damart Special over Perry Sherman, who must have at least a half dozen seconds this year and John Hegarty third. Rick Hicks became another of the new winners taking Div III in good style, while Brian Davis Jr. hung on for second over Glenn Jennings and the rest spread out in various states and positions.

Results

SCRATCH MAIN: 1. Robert "Kid" Curry; 2. Tom Ferris; 3. Jimmie Sisemore; 4. Todd Varner.

HANDICAP MAIN: 1. Todd Varner; 2. Jim Sisemore; 3. Tom Ferris; 4. Kevin French; 5. Robert "Kid" Curry; 6. Mark Zeissler.

DIV II MAIN: 1. Rob Damron; 2. Perry Sherman; 3. John Hegarty; 4. Mark Day; 5. Jeff Brown; 6. Johnny Vaughn.

DIV III Main: 1. Rick Hicks; 2. Brian Davis Jr.; 3. Glenn Jennings; 4. Steve McCartney; 5. Kenny Weddingfeld; 6. Chris Lopez.

Delacy delightful at Baylands

By W.H. Spencer

FREMONT, CA, AUG. 16

Mike Delacy continued to clean up in the NorCal Scratch programs, while more first-time winners cropped up in the last five weeks of Class A speedway motorcycle racing at Baylands Raceway.

The newest winner was Jim Sisemore, who moved into Division One and began smoking his Handicap heat and semi.

With the two minute whistle long blown before the start of the 'Cap main, Duane Yarrow went looking

for a second motor and just barely got it going in the right direction when the gate soared. Delacy got a great drive off the 40 with Yarrow and was trying for third in the first turn when he met the wall and was out but unhurt. Sisemore used his leg length and good style to hold off Greg Martz throughout, while Yarrow was having a tough time adapting to the strange MPE machine he had borrowed and had to settle for third over Mark Zeissler.

In the Scratch main, Delacy's Bicycle Shop/Oilzall/Fritz Recording/Don Foss Weslake was colored gone by the first turn as Dave Faria had his troubles with Tom Ferris and Steve Martin. Faria tried the middle to outside line he had tried earlier in the evening but it wasn't there and he settled in for second as Delacy won by a wide margin.

Results

SCRATCH MAIN: 1. Mike Delacy; 2. Dave Faria; 3. Steve Martin; 4. Tom Ferris.

HANDICAP MAIN: 1. Jim Sisemore; 2. Greg Martz; 3. Duane Yarrow; 4. Mark Zeissler; 5. Mike Parsons; 6. Mike Delacy.

SEC DIV: 1. Jim Gravance; 2. Perry Sherman; 3. Jeff Brown; 4. Bryan Henrickson; 5. Mark Day; 6. Johnny Vaughn.

THIRD DIV: 1. Scott McNeil; 2. Brian Ash; 3. Steve McCartney; 4. Taz Harvey; 5. Kenny Weddingfeld; 6. Bill Hermant.

Robinson, Martin march at Auburn

By Jann Houston

AUBURN, CA, AUG. 10

Buddy Robinson came back to the north, direct from England, and although he was retired from Scratch action, he went on to claim the Handicap main event from the back yardage part of the track.

In the Handicap main rookie Mark Zeissler held the lead for the first three laps, as Robinson and Mike Delacy pressured fiercely. Just before the completion of the fourth lap, Zeissler was down, Robinson was into the lead from his outside position, as Delacy made it just as difficult as possible.

The Scratch main was controversial to say the least. Pat Linn and Paul Orlandi refused to ride the Scratch consolation, feeling they deserved to be in the main due to a bad call by the referee earlier in the program. When it came time for the Scratch main *six* riders came out! After a short delay, the security crew convinced the protesters to return to the pits, and the main was on. Steve Martin drew the pole position, got the gate, and there was no getting close to him as he won his first Scratch main at Auburn. Duane Yarrow was second, Bart Bast third and Delacy down and out.

Dirck Sauer rode the inside to get past Bryan Henrikson in the third lap for the win in Division Two, while Scott McNeil did not look like he belonged in D-3 as he took the main.

Bobby Hedden held off Scott Brant for a great win in the Junior main. Brant was second, Coors Wright third. •

Results

SCRATCH MAIN: 1. Steve Martin; 2. Duane Yarrow; 3. Bart Bast; 4. Mike Delacy.

HANDICAP MAIN: 1. Buddy Robinson; 2. Mike Delacy; 3. Duane Yarrow; 4. Tom Ferris; 5. Greg Martz; 6. Mark Zeissler.

DIV TWO MAIN: 1. Dirck Sauer; 2. Jimmy Sisemore; 3. Dana Perri; 4. Rory Rundle; 5. Charlie Haines; 6. Bryan Henrikson.

DIV THREE MAIN: 1. Scott McNeil; 2. John Proto; 3. Robert Damron; 4. Kenny Weddingfeld; 5. Ernie Morris; 6. Mike Hart.

JR MAIN: 1. Bobby Hedden; 2. Scott Brant; 3. Coors Wright; 4. Mike Knopf; 5. Kenneth Wagner; 6. Tommy Hedden.

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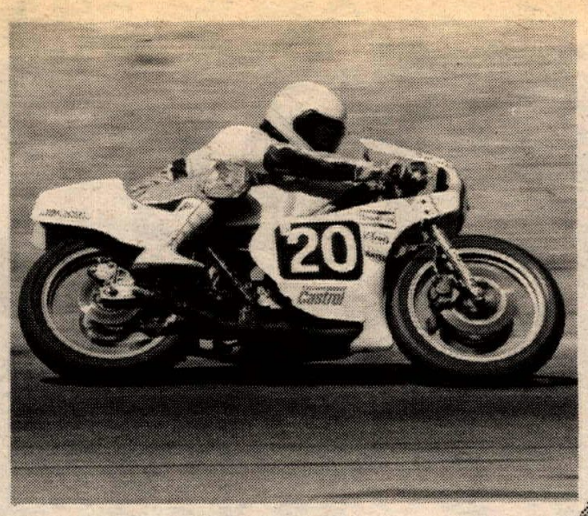

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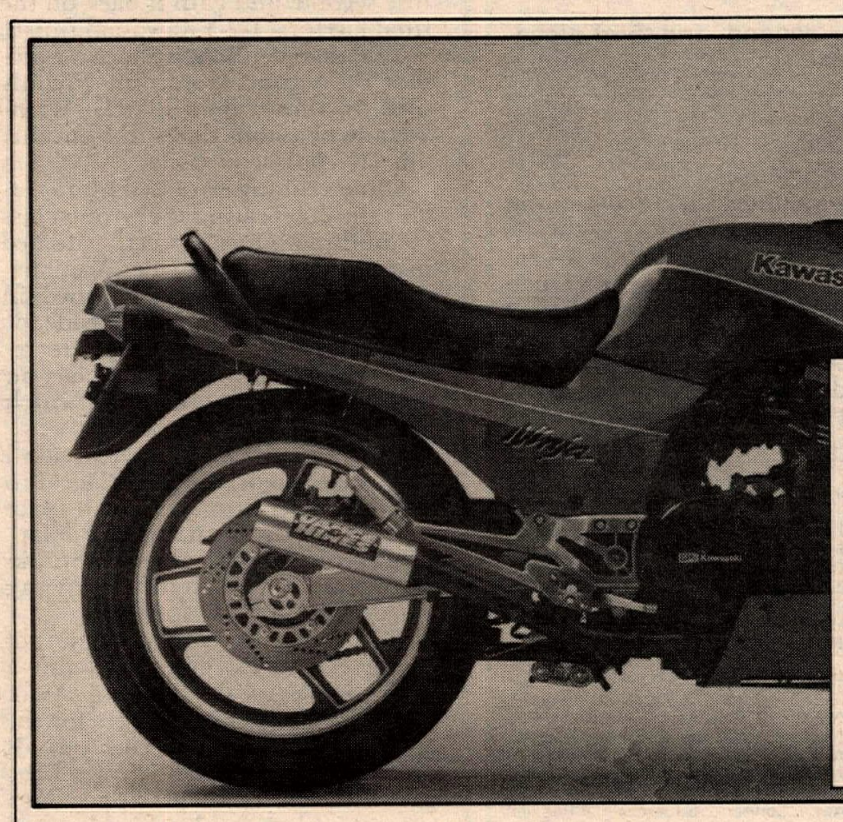

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CYCLE NEWS

PHOTO BY DAVID LINDSTROM

Ed Ogden at speed in the desert, where he took second- and third-place finishes at the HBMC Dual European Scrambles.

Paiement's paydirt in HBMC D-37 DES

By R. A. Alexander

LUCERNE VALLEY, CA, AUG. 11-12

The 250cc Expert class, along with the variable weather, was the highlight of the weekend at the Huntington Beach Motorcycle Club's Dual European Scrambles. Hot temperatures alternated with thunderstorms and flash floods, but Derrick Paiement never varied, winning both days.

On Saturday the leader through much of the race was Yamaha rider Ed "Fierce" Pierce. However, Paiement and his Honda were hot on Pierce's trail, and with only a quarter mile left on the last loop, Paiement took over the lead and went in for the win.

Paiement returned on Sunday and repeated his win.

Team Husky's Dan Smith, the dominant force in desert racing the last couple of years, did not have a good weekend. Smith endoed hard on Saturday. It was initially believed that he'd been seriously injured, but it turned out that he didn't break anything. After the weekend was over, however, he was still very sore.

The 175cc class (C bikes or Division II Lightweight or whatever) had some good racing with Tom Elias and his Cagiva leading the first three laps on Saturday. A loose chain dropped Elias to third near the end of the race, and the top spot was taken over by Greg Johnston on a Pro-Cycle KTM. Elias kept everything together to win on Sunday, though.

The Shamrocks' Ted Hunicutt topped Open Expert action both days, with his win on Saturday accomplished despite two flat tires and a thunderstorm of major proportions. Chuck Pettigrew followed Hunicutt home on Saturday, Chris Crandall on Sunday.

Lori Farmer and her Honda swept two days of women's racing, with Yamaha-mounted Vicki Scott second both times.

Bill Saltzman had three wins on the weekend, taking the Senior Open Expert class on Saturday and the Vet Open Experts both days.

D-37 desert racing resumes with the Viewfinders hare scrambles September 9 at Red Mountain, California.

Results

SATURDAY
SR OPEN EX: 1. W. Saltzman; 2. A. Knapp; 3. Horst.
SR OPEN AM: 1. Varner; 2. Scott; 3. Kralik.
SR OPEN NOV: 1. Burch; 2. Denbow; 3. Hanna.
SR OPEN BEG: 1. Street.
SR 250 EX: 1. J. Bringhurst; 2. A. Guzman; 3. Zigler.
SR 250 AM: 1. Krause; 2. Braash; 3. Tartter.
SR 250 NOV: 1. McNabb; 2. R. Alexander; 3. Heyne.
SR 250 BEG: 1. Czech.
SR C-BIKE EX: 1. Gorden; 2. Kersting; 3. Purser.
VET OPEN EX: 1. B. Saltzman; 2. Martin.
VET OPEN AM: 1. Robinson, 2. Tennis; 3. Wahl.
VET OPEN NOV: 1. Lyles; 2. Wright; 3. Watts.
VET OPEN BEG: 1. Sromalla.
VET 250 EX: 1. Fitzgerald; 2. Lee; 3. Anderson.
VET 250 AM: 1. Conner; 2. Saueressig; 3. Boeson.
VET 250 NOV: 1. Reese; 2. Hodgdon; 3. Patterson.
VET 250 BEG: 1. Stumbough.
C-BIKE EX: 1. G. Johnston; 2. McGrath; 3. T. Elias.
C-BIKE AM: 1. Bradley; 2. Schneider; 3. Ellico.
C-BIKE NOV: 1. Crowe; 2. M. Alexander.
C-BIKE BEG: 1. Alford.
M-BIKE BEG: Smith.
WOMEN EX: 1. L. Farmer; 2. V. Scott.
WOMEN AM: 1. D. DeVines.
WOMEN NOV: 1. Marcdante; 2. Bryan; 3. Scott.
250 EX: 1. D. Paiement; 2. E. Pierce; 3. Ogden.
250 AM: 1. Parry; 2. Pettigrew; 3. Burke.
250 NOV: 1. Miles, 2. Taylor, 3. Paiement.
250 BEG: 1. Byron.
OPEN EX: 1. T. Hunnicutt; 2. C. Pettigrew; 3. C. Crandall.
OPEN AM: 1. Gailey; 2. Cowgill; 3. Neill.
OPEN NOV: 1. S. Garner; 2. Sipe; 3. Olson.
OPEN BEG: 1. D. Garner.
SUNDAY
SR OPEN EX: 1. D. Postma; 2. A. Knapp; 3. Healy.
SR OPEN AM: 1. Scott; 2. Sims; 3. Farrel.
SR OPEN NOV: 1. E. Denbow; 2. Hanna; 3. Wilcox.
SR OPEN BEG: 1. Olson.
SR 250 EX: 1. J. Bringhurst; 2. A. Guzman; 3. Goodman.
SR 250 AM: 1. M.S. Dyott; 2. Wilson; 3. Brick.
SR 250 NOV: 1. Alves; 2. McNabb.
SR C-BIKE EX: 1. Kersting; 2. Gorden, 3. Van.
VET OEPN EX: 1. B. Saltzman; 2. Roberts.
VET OPEN AM: 1. Robinson; 2. Tennis; 3. Wahl.
VET OPEN NOV: 1. Potts; 2. Wright; 3. Watts.
VET OPEN BEG: 1. Hadash.
VET 250 EX: 1. Fitzgerald; 2. Beckgr; 3. Lee.
VET 250 AM: 1. Manninen; 2. Vaughn; 3. Gilpin.
VET 250 NOV: 1. Hodgdon; 2. Reese; 3. Patterson.
VET 250 BEG: 1. Stumbough.
C-BIKE EX: 1. T. Elias; 2. B. Charters; 3. G. Johnston.
C-BIKE AM: 1. Bradley; 2. Harris; 3. Schneider.
C-BIKE NOV: 1. Davis; 2. Crowe; 3. Strachan.
C-BIKE BEG: 1. Bartlett.
WOMEN EX: 1. L. Farmer; 2. V. Scott.
WOMEN AM: 1. D. DeVines.
WOMEN NOV: 1. Brown.
250 EX: 1. Paiement; 2. Ogden; 3. Blakeney.
250 AM: 1. Burke; 2. Crandall; 3. Pettigrew.
250 NOV: 1. Schweikart; 2. Taylor; 3. Fulton.
250 BEG: 1. Dranow.
OPEN EX: 1. Hunnicutt; 2. Crandall; 3. Pettigrew.
OPEN AM: 1. Rhino; 2. Guertin; 3. Liebzeit.
OPEN NOV: 1. Frenzel; 2. S. Garner; 3. Olson.
OPEN BEG: 1. D. Garner.

Nichols battles 'phantom,' wins at CMC Ascot MX

By Kenneth Stein

GARDENA, CA, AUG. 24

Although one bike stayed in front of him throughout the first moto, Kawasaki rider Eric Nichols managed to win both motos of the Continental Motosport Club's Mini Novice class, picking up the overall victory at Ascot.

Due to the large number of entries, the class was split into two races. The Kawasaki that Nichols couldn't get by belonged to Troy Cline, who was scheduled for the second wave. Nichols didn't know it at the time, but he didn't have to beat Cline to win. His attempt, however, left him far ahead of the others in his division. A tight race erupted for second, as David Dye, who started fourth, caught Cory Flynt for second only to fall, lose second, and gain it back on the final lap for a 1-2-3 Kawasaki finish.

Yamaha rider Robert Sanchez holeshot the second moto, but Nichols sped by almost immediately. Without any phantom riders in front this time, Nichols won easily.

Cline's timing error cost him a certain trophy, beating the wrong class for nothing. Once correctly situated in moto two, only one rider, Yamaha-mounted Lee Loomis, finished in front. The pair raced side-by-side for half a lap until Cline fell. He recovered and regained second place on the next lap, but couldn't catch Loomis.

Cagiva rider Ron Turner wreaked his usual havoc on the 125cc Pro class, moving from a fourth-place start to the lead on the third lap. Leader Ross Maeda crashed his Suzuki on the wall at the first turn, allowing Turner by.

Turner crashed hard at the start of the first 250cc Pro event, and after a poor finish in the two-lap Ascot Challenge, was questionable for the second 125cc moto. Turner put all questions to rest at the drop of the gate with a holeshot. He ripped out a six-second lead by the third lap and coasted home comfortably ahead of the Kawasakis of Mike Fedorow and Doug O'Donnell.

Results

500 PRO: 1. Todd Peterson (Hon); 2. Peter Murray (M-S); 3. Craig Cable (Hon).
250 PRO: 1. Craig Cable (Hon); 2. Pete Murray (Hon); 3. Todd Peterson (Hon).
125 PRO: 1. Ron Turner (Cag); 2. Mike Fedorow (Kaw); 3. Gary Denton (Suz).
500 INT: 1. David Woolmore (PMT).
250 INT: 1. Jason Coolbaugh (Cag); 2. David Graff (Hon); 3. Bill Carlson (Hon).
125 INT: 1. Mike McLain (Kaw); 2. Thayne Zito (Kaw); 3. David Potter (Hon).
500 JR: 1. Dan Welsh (Hon); 2. Mike St. John (Hod); 3. Dana Hale (Hon).
250 JR: 1. Darrin Hoeft (Hon); 2. Karel Kramer (Hon); 3. Mark Anderson (Kaw).
125 JR: 1. Randy Menighan (Hon); 2. Scott Mendenhall (Hon); 3. Denny Jones (Hon).
500 NOV: 1. Bob Martin (Hon); 2. Chris Parks (Hon); 3. Darrell Graham (Hon).
250 NOV 1: 1. David Sinsley (Hon); 2. Dave Hibler (Hon); 3. Jim Williams (Suz).
250 NOV 2: 1. Steven Oviatt (Yam); 2. Douglas Brooke (Suz); 3. Dale Covington (KTM).
125 NOV 1: 1. Trestin Simpson (Kaw); 2. Chuck Kaufman (Hon); 3. Frank Lathrop (Kaw).
125 NOV 2: 1. Fabrizco Azzalin (Cag); 2. William Wilikance (Suz); 3. Jimmy Livermore (Yam).
MINI INT: 1. Bill Auberlen (Yam); 2. Shiloh Tate (Kaw); 3. Kevin Bussey (Hon).
MINI JR: 1. Jon Berg (Suz); 2. Jim Watkins (Hon); 3. Charlie Brown (Kaw).
MINI NOV 1: 1. Eric Nichols (Kaw); 2. David Dye (Kaw); 3. Mike Cox (Kaw).
MINI NOV 2: 1. Lee Loomis (Yam); 2. Brian Slumskie (Kaw); 3. Chad Slumskie (Kaw).
VET MASTER: 1. Carl Gazaty (Hon); 2. Bob Watson (Kaw).
VET SPTSMAN: 1. Terry Pratt (Yam); 2. Sammy Bell (Mai); 3. Don Anderson (Hon).
OT SPTSMAN: 1. Michael Robbins (Hon); 2. Mike McMillen (Hon); 3. Bernie Evans (Mai).

Surratt surpasses CMC 'Dunes competition

By Kenneth Stein

VALENCIA, CA, AUG. 26

At the Continental Motosport Club's first day race at Indian Dunes in nine years, 250 Honda rider "Wild Willie" Surratt beat out Dave Graff's Honda and a host of other Intermediates for first overall in his class.

Jon Barrick's Honda was the first over the long straight that starts each moto, with Graff and Surratt right behind. The pair shot by Barrick on the first lap. Surratt spent the next nine laps with his front tire nearly wedged up Graff's tailpipe. With two laps left, Surratt dove inside and came up with the lead. Graff fell trying to retake the lead and stalled, dropping to third. Up again, he fell at the same spot with exactly one lap to go, nearly decapitating himself on the twine that bordered the course. Surratt flew home easily for the win, as Graff DNF.

Graff, sore throat and all, was back on line for the second moto, but started third behind leader Brady Helm's Suzuki and Surratt. Wild Willie took the lead on the second lap. It took Graff five laps to take second, but Surratt was out of sight by then. Graff finished the moto 12 seconds behind Surratt.

A mob of 21 riders showed up for the 125cc Intermediate race. Bob Moore's Kawasaki led both motos flag to flag. He stretched his lead to nearly half a minute by the middle of the first moto, gaining three full seconds a lap over the three-way battle for second. Alan Pierce's KX finally emerged ahead of Jim Spotts' RM for the second-place position.

Pierce held second from Jeff Reynolds' Kawasaki throughout the second moto, while Moore cruised around far ahead to the checkers.

Results

500 PRO: 1. Ken Goldte (Yam); 2. Charles Coleman (Hon).
250 PRO: 1. Tracy Oswell (Hon); 2. Randy Johnson (Hon); 3. Sean Corcoran (Suz).
125 PRO: 1. Mike Kell (Kaw); 2. Rich Truchinski (Hon); 3. Mike Watson (Hon).
250 INT: 1. William Surratt (Hon); 2. Jon Barrick (Hon); 3. Tim Whitlock (Hon).
125 INT: 1. Bob Moore (Kaw); 2. Alan Pierce (Kaw); 3. Jim Spotts (Suz).
250 JR: 1. Daryl Hambleton (Hon); 2. Darrin Hoeft (PMT); 3. John Pennala (Hon).
500 NOV: 1. Darrell Graham (Hon); 2. Eddie Samu (Hon).
250 NOV: 1. John Comiso (Yam); 2. Tom Vitacek (PMT).
125 JR: 1. Jimmy Lewis (Kaw); 2. Joe Abbinanti (Hon); 3. Andrew Olivia (Yam).
125 NOV: 1. Mike McBride (Kaw); 2. Harry Vick (PMT); 3. Pat Pastoret (Hon).
MINI EX: 1. Shane Trittler (Kaw); 2. Colin Karcher (Yam).
MINI INT: 1. Terry Swanson (Kaw); 2. Sean Blanchard (Kaw); 3. Brock Suter (Yam).
MINI JR: 1. Doug Huston (Yam); 2. Jeff Orth (Kaw); 3. Jody Tapia (Kaw).
MINI NOV: 1. Andy Payne (Yam); 2. Dominic Bareia (Kaw); 3. Mario Gonzales (Yam).
60: 1. Jeff Willoh (Kaw); 2. Joey Curtis (Kaw); 3. Kurtis Helm (Kaw).
VET MASTER: 1. Tom Zahnter (Hon); 2. Tim Burley (Suz).
VET SPRTSMAN: 1. Wayne Ellis (Hon); 2. Carl Ellert (C-A); 3. John Tartaglia (Mai).
OT MASTER: 1. Robert Dahlgren (Hon).

Fay's way works at Sidewinders TT Regional

By Clay Light

CLACKAMAS, OR, AUG. 24

Mickey Fay and his Wood-Rotax 560 continued their domination of the Northwest TT season as Fay padded his AMA Western Regional Championship Series points lead with his win in the

Expert main at Oregon Sidewinders $4000 TT Regional. Brad Hurst rode his best to finish a wheel behind Fay at the finish, as did third-place Randy Green. Seattle Honda's Chris Fitzhugh ran away with the Junior main event and Californian Winkie Freitas held off Washington's Randy Roose for the Novice win.

Freitas had the pole for the Novice main event and took the lead at the flash of the green light. Freitas led riders from five states with Roose (Hon) ramming from behind. Roose took the lead away from Freitas but it only lasted 15 feet when Freitas went inside to take back the lead and pull away on the Freitas Bros/Blendzall Dave Bird/Arilla Meat/Wood-Rotax 500. Roose was left to fend off Californian Jace Carter (Hon) and Oregonians Marty Zirbel (Yam) and Jack "Bugsy" Booth (H-D). Booth bailed off, which left an opening for Washington's Ricky Albee (Yam) in the top five. Trailing amazing Freitas by a huge margin of nearly a half lap, Roose, Zirbel, Carter, Albee and Jim Dunken followed the diminutive Californian to the flag.

Mike Oglesbee launched his 500 Honda into the lead of the 15-lap Junior main, but the only problem was tricky Fitzhugh, who got off the line in second and was right there to snap the lead away. Fitzhugh, with a win could secure his Junior Regional title and wasn't about to relinquish his lead to one of five riders — Oglesbee, Ryan Fisher, Bob Moran, Brian McGonigal and Frank Crane — vying for second. Fisher charged past Oglesbee but watched in disbelief as Fitzhugh opened up a six-second lead over Fisher's Sip-N-Dippity/Simpson Rotax 560. Fitzhugh breezed to the win with Fisher second, getting Sidewinders Junior class laurels. Third went to Oglesbee ahead of McGonigal, Moran, Crane and Californian Dan McDonell.

Hurst put all 750cc of Triumph to the ground to lead the 20-lap Expert main event. Green, Fay, Jeff Campbell, Frank Word (Adams Tri) and John Wincewicz made up a parade of National numbers on lap two, which saw a change of leads when Fay charged past Hurst and Green. The next lap had Green put his Honda 600 into first. The race was so close for the first-place payoff of nearly $800 that it could have gone any which way, not to mention the massive argument between Campbell and Wincewicz for third. Green yielded to Fay once again and rode in third after being bumped from the spot by Hurst, who looked for an opening and had only five laps to get by. Hurst and Fay took the most exciting battle of the season down to the last lap with Hurst riding the wall and Fay the inside. Fay tucked to the low line to get the win by a wheel over Hurst. Green took third, wrapping up his Sidewinders Expert title in the process, with Wincewicz nabbing Campbell for fourth.

Results

EX: 1. Mickey Fay (H-D); 2. Brad Hurst (Tri); 3. Randy Green (Hon); 4. John Wincewicz (Tri); 5. Jeff Campbell (C-A); 6. Jeff McDaniel (Rtx); 7. Mike Sullivan (Tri); 8. Frank Word III (Tri); 9. Benji Zakarian (Hon); 10. Larry Legarra (Tri); 11. Kirk Strong (Hon); 12. Jeffrey Harsha (Yam).

JR: 1. Chris Fitzhugh (Hon); 2. Ryan Fisher (Rtx); 3. Mike Oglesbee (Hon); 4. Brian McGonigal (Rtx); 5. Bob Moran (H-D); 6. Frank Crane (Hon); 7. Dan McDonnell (Hon); 8. Terry Wahl (C-A); 9. Rodney Reynolds (Hon); 10. Adam Sabadra (Hon); 11. Steve Kendig (Tri); 12. Dan Brunner (Hon).

NOV: 1. Winkie Freitas (Rtx); 2. Randy Roose (Hon); 3. Marty Zirbel (Yam); 4. Jace Carter (Hon); 5. Rick Albee (Yam); 6. Jim Dunven (Vespa); 7. Jason Naylor (Vespa); 8. Robbie Blagg (Hon); 9. Kenny Wheaton (Hon); 10. Jack Booth (H-D); 11. Keith Barnhardt (Hon); 12. A.J. Eschwig (Hon).

TROPHY DASH

EX: 1. Randy Green (Hon); 2. John Wincewicz (Tri); 3. Brett Barkman (H-D); 4. Brad Hurst (Tri).

JR: 1. Chris Fitzhugh (Hon); 2. Ryan Fisher (Rtx); 3. Mike Oglesbee (Hon); 4. Bob Moran (H-D).

NOV: 1. Randy Roose (Hon); 2. Winkie Freitas (Rtx); 3. Rick Albee (Yam); 4. Jace Carter (Hon).

SIDEWINDERS CHAMPIONS

EX: 1. Randy Green (Hon 600).

JR: 1. Ryan Fisher (Rtx 560).

NOV: 1. Marty Zirbel (Yam 500).

Keepin' up with Jones at Corona MX

By Nate Rauba

CORONA, CA, AUG. 24

Victory has always seemed to elude Kinney Jones in the 250cc Intermediate class here at Corona Raceway. But after a lot of second and third-place finishes Jones finally pulled off the overall win with a 1-2 performance.

Honda-mounted Ron Lawson rounded the first turn in the lead of moto one ahead of Tony Strangio (Pomona Valley Kawasaki/O'Neill/Scott KX) and Skip Fordyce Honda/Malcolm Smith Racing-backed Jones. After a lap the top three were very close and Strangio attempted to squeeze to the inside of Lawson exiting the first set of stadium whoops. Lawson didn't give an inch and slammed the door in the corner, and then Jones tried to get Strangio in the next set of whoops. Jones' line didn't work so the positions remained the same.

Strangio went back to the inside of Lawson at the same place on the third lap and was able to squeeze into the lead, and a few moments later Jones followed and dropped Lawson to third. Not far behind Lawson came Tom Brown (Hon) who was fighting with Scott Yenzer (Hon) over fourth. Strangio picked up the pace after gaining first, but Jones was right in his shadow.

At the beginning of the fifth lap Jones made his move and powered by Strangio entering turn one, then quickly established a little distance. On the same lap both Yenzer and Brown dropped Lawson still further back. As the race wound down Strangio began slowing down, giving Jones a comfortable lead to the finish and allowing Yenzer to motor by on the final lap to take second.

Lawson proved to be the quickest off the line when he holeshot the start of the second moto. Honda riders Bob Hall and Tim Whitlock followed, while Jones gated poorly and was about eighth. Whitelock went by Hall on the first lap, and on the second go-'round took the lead from Lawson. As Whitlock began to pull clean, a close battle for fourth was raging between Brown, Jones, and Yenzer. Jones was the first to break free and quickly moved into second on the third lap. Lawson pulled off the track shortly afterwards with a twisted knee, giving third to Hall. Whitlock was too far out front, so Jones just rode at a conservative pace, losing some ground to Hall, who had Yenzer in his tracks. Yenzer got by on the final lap, but Jones was a safe distance ahead and crossed the line second to secure the overall.

Results

PEE WEE 9-: 1. Mike Metzger (Hon); 2. David Ochoa (Kaw); 3. Jason Lentz (Hon).

PEE WEE 10+: 1. Jimmy Williams (Yam).

MINI BEG 12-: 1. Clint Briske (Kaw); 2. Guy Deckert (Kaw); 3. Cody Shipley (Suz).

MINI BEG 13+: 1. Dan Laumback (Kaw); 2. David Parker (Yam); 3. Scott Strangio (Kaw).

MINI NOV: 1. Jason Collier (Yam); 2. Allan Brehm (Kaw); 3. Andres Chavez (Kaw).

MINI INT: 1. Sloan Cooper (Yam); 2. Steve Womboldt (Kaw).

MINI EX: 1. Mike Wiese (Yam).

125 BEG I: 1. Joel Kirkpatrick (Suz); 2. Randy Danylo (Yam); 3. Mike Allison (Suz).

125 BEG II: 1. Ron Monterone (Cag); 2. Robert Briney (Hon); 3. Keith McCullugh (Yam).

125 BEG III: 1. Shawn Slayton (Suz); 2. Brian Keith (Suz); 3. Jabber Prince (Yam).

125 NOV: 1. Billy Gilbert (Yam); 2. Cliff Walls (Suz); 3. Charles Gonzales (Suz).

125 INT: 1. Mike McLain (Kaw); 2. BJ Millspaugh (Yam); 3. Chris Pillow (Hon).

125 PRO: 1. Steve Stewart (Kaw); 2. Shawn Davidson (Kaw); 3. Eddy Cook (Suz).

250 BEG: 1. Eddie Wright (Yam); 2. Jim Peralta (KTM); 3. Steve Baker (Yam).

250 NOV: 1. Mark Howard; 2. Brett Manley (Hon); 3. Tim Poss (Hon).

250 INT: 1. Kinney Jones (Hon); 2. Scott Yenzer (Hon); 3. Bob Hall (Hon).

PHOTO BY KEN STEIN

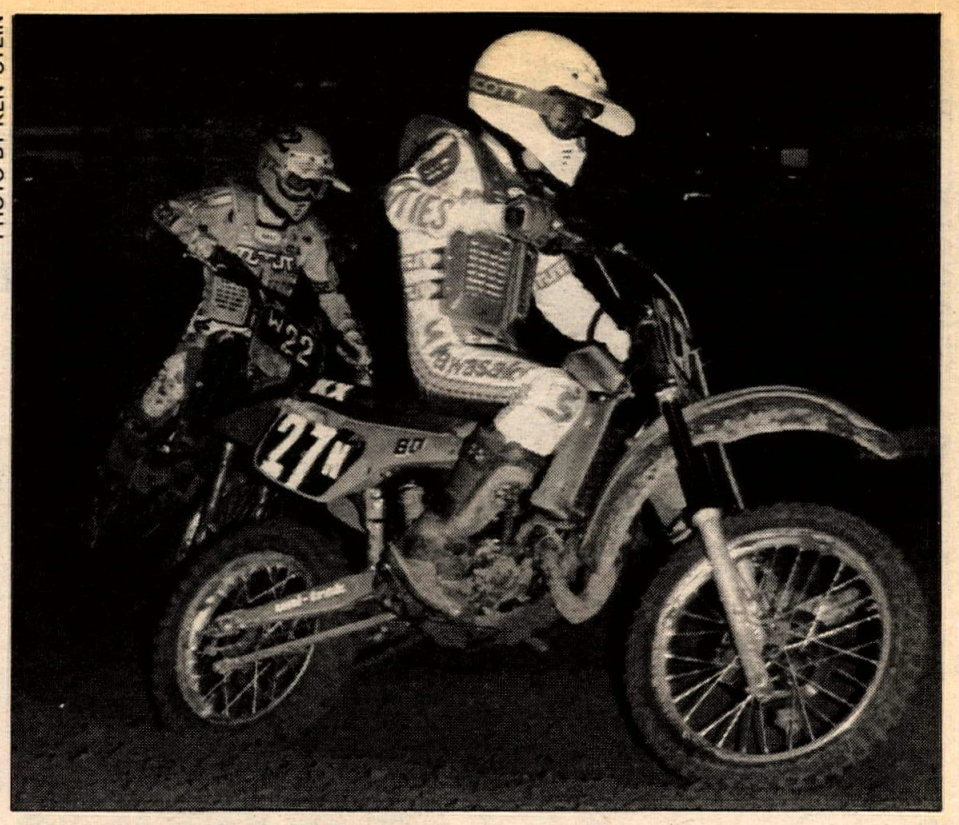

PHOTO BY NATE RAUBA

(Above) Chad Slumskie leads winner Leo Loomis in Ascot Mini Novice action. (Below) Steve Stewart took Corona's 125cc Pros.

250 PRO: 1. Jerry Black (Suz); 2. Chris Fleming (Suz); 3. Colin Ryan (Yam).

OPEN BEG: 1. Tim Vickrog (Hon); 2. Kenny Web (Yam); 3. Keith Fisher (Hon).

OPEN NOV: 1. Bill Mahoney (Hon); 2. Danny Cukor (Suz); 3. Robert Temple (Yam).

OPEN INT: 1. Dean Wilkerson (Hon); 2. Rob Shafer (Suz).

OPEN PRO: 1. Greg Zitterkopf (M-Star); 2. Pat Michaels (Hon).

VETS: 1. Ted Metzger (Hon); 2. Bob Watson (Kaw); 3. Mike Norris (Suz).

Hedge sweeps Huetter FT

By Clay Light

COEUR D' ALENE, ID, AUG. 23

Troy Hedge made a killing in the Huetter three-eighths-mile flat track's second-to-last race of the season. He walloped four main events, which is a first this season, winning the 80, 125, 250cc and Open A mains. Ron Yamamoto manhandled the Open and 500cc Money classes on his self-sponsored Hondas.

Hedge opened up the evening by thoroughly thrashing the 80cc class with a sweep of the three-moto program over Honda-mounted Billy Lenz. Lenz again ran runner-up to Hedge in the 125cc main as well as for the third time in the 250 main, which was a classic barn-burner. Hedge led Lenz, Pat Stults (Hon), Pat Kennedy and Scott Coyne (Yam) to the checkers. Hedge came back to haunt the Open A main and for the first time in numerous attempts had taken a clean sweep of all the Amateur classes except the 60cc division, in which he's too old to ride.

Richie Hayman (Yam) blasted into the lead in the 250cc Expert final, controlling the tempo while Rusty Yamamoto (Yam), brother Mike Hayman (Hon), and AMA Novice Clint Baskett (Hon) gave chase back in the dust. Richie Hayman used his Expert expertise to take the payoff after beating Yamamoto, Mike Hayman, Baskett and Pro MXer Andy James (Suz).

Ron Yamamoto put his Honda into the lead in the 500cc Experts' run-off, having controlled both previous outings. By lap three Yamamoto had only his shadow to pace himself, leaving Arney Wick (Hon) and Tony Cruickshank (Suz) to trade paint in a swapfest for second. Canadian Royal Adderson (Hon) rode in fourth and found that no one beats the "regulars". Adderson, here for the Idaho mile, was relegated to fourth at the finish behind Yamamoto, Wick and Cruickshank.

Wick gave the hometown crowd something to cheer about when he put his Coeur D' Alene Honda into the lead at the start of the Open Expert main. Yamamoto was right there in second but couldn't close the gap on the Idaho speedster. Cruickshank and Richie Hayman rode in third and fourth while up front it seemed to be Wick's night. The only bad thing was that Wick was caught sleeping on the very last lap and the very last corner by Yamamoto, who was right there to take advantage and grab the win. Cruickshank got the

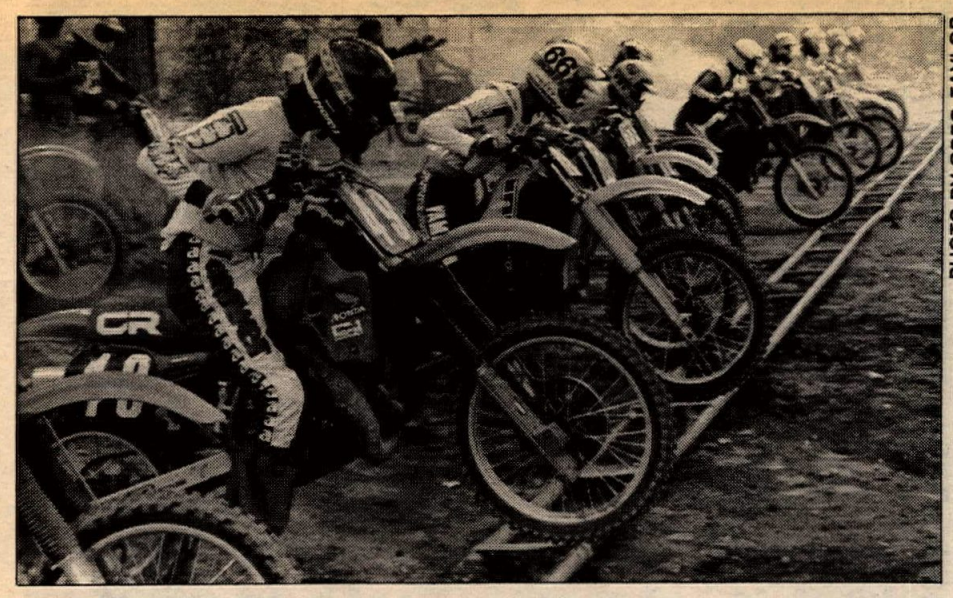

PHOTO BY GREG TAYLOR

The 250cc Intermediate class gets underway at Indian Dunes, on opening day of the regular Answer Saturday MX program.

handle on third to beat Hayman and Jeffrey Seldon (Hon).

Results

OPEN EX: 1. Ron Yamamoto (Hon); 2. Arney Wick (Hon); 3. Tony Cruickshank (Suz); 4. Richig Hayman (Hon); 5. Jeff Seldon (Hon).
500 EX: 1. Ron Yamamoto (Hon); 2. Arney Wick (Hon); 3. Tony Cruickshank (Suz); 4. Royal Adderson (Hon); 5. Jeff Seldon (Hon).
250 EX: 1. Richie Hayman (Yam); 2. Rusty Yamamoto (Yam); 3. Mike Hayman (Hon); 4. Clint Baskett (Hon); 5. Andy James (Suz).
OPEN A: 1. Troy Hedge (Yam); 2. Fran Gillhoover (Hon); 3. Pat Kennedy (Yam).
250 A: 1. Troy Hedge (Yam); 2. Billy Lenz (Hon); 3. Pat Kennedy (Yam).
125 A: 1. Troy Hedge (Yam); 2. Billy Lenz (Hon); 3. Garth Seldon (Hon).
80 EX: 1. Troy Hedge (Yam); 2. Billy Lenz (Hon); 3. Garth Seldon (Hon).
60 A: 1. Mark Nelson (Yam); 2. Philip Mickelson (Yam); 3. Cory Hansen (Hon).
PP: 1. Jeanie Morats (Hon); 2. Lori Gillhoover (Hon); 3. April Hardin.

Denton, Cable tie up CMC Ascot MX wins

By Kenneth Stein

GARDENA, CA, AUG. 15

Kawasaki-mounted Gary Denton pulled off an upset by twice acing perennial 125cc Pro winner Ron Turner at the Continental Motorsport Club's Wednesday night action at Ascot Park.

Kawasaki rider Timothy Rutherford came off the gate fastest and led Denton for a lap and a half in the first moto. Turner's Cagiva, meanwhile, was floundering around in fifth. Midway through the race, Turner poured on the steam, passing two riders, but he had trouble getting by Rutherford. He finally took second on the last lap, but his charge proved too little, too late as Denton was out of sight by then.

Rutherford started moto two by barely nosing out Tracy Meeks' Honda and Denton. Meeks took the lead on the second lap, and when Rutherford fell one lap later, Denton moved to second, closing on Meeks. On the fourth lap, Denton got by Meeks, while Turner, who again started in fifth, continued climbing. Moments later, the red-hot Cagiva shot by Meeks, as Turner set his sights on Denton and first overall. They raced side by side over the TT jump and through the last few turns. Denton took the inside line on the last turn and nosed Turner out at the finish line.

After winning the first 250cc Pro moto, Turner came in third behind the Hondas of Todd Petersen and overall winner Craig Cable for second overall in that class, too. After winning all four motos and both overalls the week before, Turner came away tonight with only one victory and two second overalls.

In the 125cc Junior class Kawasaki rider Jeff Gores took a permanent lead when Billy Oberg's Suzuki fell on the first lap. Late in the race, Mark Burris' Yamaha took second from Lonnie Paschal's Suzuki.

Gores led from the start of the second moto, followed by Leland Barnes on a Yamaha. Barry Willingham's Cagiva took over third, and inherited second when Barnes fell. When Willingham fell on the next lap, second went to next in line, Burns. He stayed vertical to the end, earning second overall.

Results

500 PRO: 1. Greg Zitterkopf (M-S); 2. Todd Petersen (Hon); 3. Robot Rodgers (Hon).
250 PRO: 1. Craig Cable (Hon); 2. Ron Turner (Cag); 3. Todd Peterson (Hon).
125 PRO: 1. Gary Denton (Kaw); 2. Ron Turner (Cag); 3. Tracy Meeks (Hon).
500 INT: 1. Richard Boiteau (Suz); 2. Don Pastell (Hon); 3. Terry Curtis (Hon).
250 INT: 1. Tom Watanabe (Hon); 2. Don Calhoun (Hon); 3. Bill Carlson (Hon).
125 INT: 1. Keith McMillen (Hon); 2. B.J. Millspaugh (Yam); 3. John Bush (Hon).
500 JR: 1. Dan Welsh (Hon); 2. Steve Fisher (Hon); 3. Alan Nichols (Hon).
250 JR: 1. Willie Musty (Yam); 2. Karel Kramer (Hon); 3. Vince Foster (Yam).
125 JR: 1. Jeff Gores (Kaw); 2. Mark Burns (Yam); 3. Lonnie Paschal (Suz).
500 NOV: 1. John Fonteyn (Hon); 2. Darren Graham (Hon); 3. Jim Conquest (Hon).
250 NOV: 1. Mark Olsen (Yam); 2. Douglas Brooke (Suz); 3. Dave Hibler (Hon).
125 NOV #1: 1. Trestin Simpson (Kaw); 2. Rob Ralph (Hon); 3. David Lemmons (Hon).
125 NOV #2: 1. Ed Vitelli (Suz); 2. Chuck Kaufman (Hon); 3. Sean Reis (Suz).
MINI INT: 1. Kevin Bussey (Hon); 2. Bill Auberlen (Yam).
MINI JR: 1. Steve Demerest (Yam); 2. Darren Frederickson (Kaw); 3. Sheryl Federow (Yam).
MINI NOV #1: 1. Eric Nichols (Kaw); 2. Mark McClellan (Yam); 3. Mike Kech (Yam).
MINI NOV #2: 1. Brian Slumskie (Kaw); 2. Chad Slumskie (Kaw); 3. Lee Loomis (Yam).

Holley wholly in charge of Answer MX

By Lee and Greg Taylor

VALENCIA, CA, AUG 18

Racers from throughout the west as well as Europe, joined for the inaugural race in Answer Products Saturday Series; a series born out of a reunion between Eddie Cole of Answer Products and Ernie Alexander, one of the pioneers of southern California racing.

On top of a $2,000 purse for the Pros was a drawing for a case of Silkolene. Local shops, Gaerne, Scott USA, IRC and Hi-Torque also added support.

Jim Holley, eighth in the 250cc National MX standings, stayed in town to race Saturday and after winning the 250cc Pro class, caught a quick flight to Washington to race in the Nationals.

The 250cc Pro contest was riveting. First-moto action found Steven Schmitz piloting his Honda out in front after setting one of the fastest lap times of the day, just under two minutes. However, Schmitz soon bailed, dropping back to 15th. Yamaha Support rider Holley took over the reins and stayed on top throughout the rest of the 30-minute moto. Holley had Suzuki-mounted Bruce Maynor riding shotgun and Tracy Oswell rounding out the top three. At motos' end, Holley, Maynor and Oswell led the way with Gordon Ward and Billy Frank finishing fourth and fifth.

When the machines roared to life for their final encounter, once more Schmitz led the way only to find Simi Honda entry, Bill Ouellette, breathing down his jersey. Ouellette had Holley on his tail and the heat was on. Schmitz found himself forced back as Holley once more took control of the situation. Oswell battled his way into second by the end, holding Ouellette to third.

When the loot was passed out, Holley emerged the winner of the class. Oswell snatched second-place money and Maynor scooped up the third-place share, leaving fourth and fifth over-all honors to Ouellette and John Hemme, respectively.

An 11-year-old boy visiting from Italy stole everyone's heart in the 80cc Junior contest. Chiodi Chicco, astride a Kawasaki, stormed the track and blew his competition in the weeds.

Throughout the first moto, Chicco rode shotgun to Doug Huston of Lancaster Yamaha. Huston held firm and Chicco found Mark Easley breathing down his neck but managed to hold second.

When the class zoomed off the launching pad for their final race of the day, Chicco led the way and fought down to the last lap to maintain control. On the white flag lap he fell and watched as Huston whizzed on by for the number-one slot. Randy Moody followed suit, sliding into second with Chicco remounting in time to settle into third.

Huston took the overall, Chicco took second-place gold back to Italy and Easley held third.

Results

60 BEG: 1. Dontae Johnson (Kaw).
60 INT: 1. Billy Dawson (Kaw).
80 BEG: 1. Jason Marcos (Kaw); 2. Charlie Burgess (Kaw); 3. Reza Rossai (Yam).
80 JR: 1. Doug Huston (Yam); 2. Chiodi Chicco (Kaw). 3. Mark Easley.
80 INT: 1. Terry Swanson (Kaw); 2. Steve Kdujan (Kaw); 3. Rob Hopkins (Kaw).
125 BEG: 1. Jethro Thomas (Kaw); 2. Frank Nyback (Suz); 3. Brett Ouimette (Yam).
125 JR: 1. Jinny Lewis (Kaw); 2. Jim Ryder (Suz); 3. Aaron Lewis (Kaw).
125 INT: 1. Jim Spotts (Suz); 2. Danny Carson (Kaw); 3. Warren Heath (Hon).
125 PRO: 1. Mouse McCoy (Kaw); 2. Terry Fowler (Hon); 3. Billy Frank (Hon).
250 BEG: 1. Mark Olsen (Yam); 2. Jack Parker (Hon); 3. Jeff Smith (Hon).
250 JR: 1. Steve Randal (Hon); 2. Dan Manohan (Hon); 3. Kurt Prather (Suz).
250 INT: 1. Ray Groom; 2. Eric Marnoch (Hon); 3. Rick Perez (Hon).
250 PRO: 1. Jim Holley (Yam); 2. Tracy Oswell (Hon); 3. Bruce Maynor (Suz).
OPEN BEG: 1. Tom Funkhouser; 2. Dave Garner (Hon); 3. Eddie Sarny (Hon).
OPEN JR: 1. Scott Freeman (Hon); 2. Karel Kramer (KTM); 3. Tom Finn (Hon).
OPEN INT: 1. Tom Fry (Hon); 2. Scott Wallenburg (Hon); 3. Don Sarian (Hon).
OPEN PRO: 1. Dan Berg (Hon); 2. Ken Boldie (Yam).
250 OT: 1. Bob Dahlgren (Hon); 2. Ron Way (Hon); 3. Greg Rogers (Hon).
500 OT: 1. Alan Verchick (Hon); 2. Kent Sheppard (Yam); 3. Bob Millner (Hon).

Friend indeed winner of B.R.A. Spearfish MX

By Brian George

SPEARFISH, SD, AUG. 19

Borderline Racing Association motocross action moved back to Spearfish Raceway Sunday for a non-points paying event, and 70 riders took the opportunity to compete upon the revised Spearfish circuit.

All four of the 125 and 250cc Pro motos were split between two riders, Mike Friend and Dave Molder. In the 125cc action, Friend took his American Honda/Spearfish Honda CR to the overall title with a 2-1 tally, while Molder trailed in the overall ratings with his 1-2 score. Roles were reversed in the 250cc category, however, as Molder took both motos to earn the overall while Friend, although finishing second in the opening round, could not run both races after suffering engine failure during the opening race.

One-twenty-five action was the hottest of the day, as Friend and Molder battled for the win. In moto one Friend took the holeshot with Jeff Sober and Molder in tow. As Friend used the first half of the moto to pull well away from the pack, Sober held on strong in second with Molder trying to get by. Molder made one pass towards the end of the third lap, only to have Sober shoot right back by on the next jump, but at the halfway mark Molder went into second for good, as Sober could not continue the blistering pace. Jerry Wagner, another rider giving Molder fits in the early going for third, went down in the backsection of the course and dropped to last place after twisting his back trying to get by Molder. With only five laps to go, Molder set out after Friend, and reeled him in in only two laps. From there Molder put the pressure on heavily, and with only a lap and a half to go slipped by Friend into the lead. Friend tried to retake the leader, but was unsuccessful, and had to settle for second. Sober ran in third at the finish, with Kevin Ehnes taking a hard-fought fourth ahead of Heath Goodsell and Dave Zuhr.

Round two saw Friend again take the holeshot, with Sober and Molder in tow. This time, Molder slipped into second position quickly and set out after Friend. Knowing he had to win the moto to take the overall, Friend rode very hard for the first half of the moto, and built a comfortable margin over Molder and Jerry Wagner. Molder tried to come back in the second half of the moto again, but to his surprise, Friend stayed well out in front the entire way, and when the checkered flag flew, Friend had the moto and overall win to take home, while Molder motored in for second. Wagner held on to a solid third ahead of Dave Zuhr and Ehnes, but overall Ehnes grabbed the show spot with Wagner fourth and Zuhr fifth.

Results

125 PRO: 1. Mike Friend (Hon); 2. Dave Molder (Hon); 3. Kevin Ehnes (Yam).
250 PRO: 1. Dave Molder (Hon); 2. Curt Hyde (Hon); 3. Todd Willis (Hon).
125 B: 1. Danny Hansen (Kaw); 2 Gene Montgomery (Yam); 3. Troy Pock (Hon).
125 C: 1. Les Sisson (Yam); 2. Phil Garhart (Yam); 3. Norman Rieger (Hon).
250 B: 1. Kip Gress (Suz); 2. Bruce LeBlanc (Cag); 3. Mark Naugle (Hon).
250 C: 1. Steve Cheeseman (Hon); 2. Mark Isaak (Hon); 3. Daren Myhre (Yam).
MINI A: 1. Bradley Wagner (Kaw); 2. James Fuller (Kaw); 3. Danny Hansen (Kaw).
MINI B: 1. Beau Bendigo (Hon); 2. Brett Ericcson (Yam); 3. Mike Ladner (Yam).
MINI C: 1. John Nelson (Hon); 2. Bradley George (Kaw); 3. John Gores (Yam).

Baker does in SRA Indian Dunes GP

By Joyce Anne Owens

VALENCIA, CA, AUG. 19

Mike Baker and Craig Adams lived up to their reputations by taking overall wins at the Southland Racing Association's grand prix at Indian Dunes.

Baker's win came in the 250cc race, where he overcame early leader Craig Fountain, then turned in consistent six-minute laps to take the win. Fountain hung in for second, fol-

PHOTO BY HAROLD SOENS

Mike Baker cooked in the Open class of the SRA's GP at Indian Dunes, besting Drew Smith.

lowed by first Amateur Brad Williams.

Perennial SRA star Adams faced a stiff challenge from National Enduro/ISDE star Drew Smith. Smith led the first five laps before Adams finally overtook him and went on to take the win.

Riding for the East-West M.C., Lynn McGraw bested a 47-rider field to win the Vets race. McGraw was also tops in the 250cc ranks, while Open-class rider Jim Dawson took second over 200cc classer Vern Heth.

Results

SR +40: 1. Russ Robinson; 2. Ed Duncan; 3. David Turnquist; 4. Mike Gaines; 5. Ed Denbow; 6. Jack Lindsay; 7. Dwayne Boyer.

0-80: 1. Steve Wamboldt; 2. John Haddad; 3. Jeff Fine; 4. Casey Hallahan; 5. Mando Duran.

VETS +30: 1. Lynn McGraw; 2. Jim Dawson; 3. Vern Heth; 4. Elmer Woolard; 5. Andy MacInnis; 6. Mike Hixson; 7. Mike Simpson; 8. John Francis; 9. Mark Youngs; 10. Jim Stevens; 11. Eddie Vaughn.

250: 1. Mike Baker; 2. Greg Fountain; 3. Brad Williams; 4. Chuck Duran; 5. John Shaw; 6. Jeff Fine; 7. Chuck Powell; 8. Dan Melcher.

200: 1. Jay Stranger; 2. Shanon Shamblin; 3. Mark Vanscourt; 4. Richard VanDerLinden; 5. Jim Wentz; 6. Mike Strode; 7. Chris Gaines; 8. Randy Parkinson.

OPEN: 1. Craig Adams; 2. Drew Smith; 3. Robb Mesecher; 4. Roger Hurd; 5. Tom Knapp; 6. Jim Lichlyter; 7. Curtis Powell; 8. Drew Castro.

250: 1. Chuck Montilepre; 2. Greg Fountain; 3. Craig Adams; 4. Mike Sixbery; 5. Jerry Lowell; 6. Andre Butcher; 7. Rob Hall; 8. Brian Fountain; 9. Brett Duncan; 10. Leonard Johnson; 11. Mike Baker; 12. Albert Rodriquez; 13. Bruce Mortensen; 14. Steve Hostetler; 15. Chuck Duran; 16. Brad Williams.

Norman, Dondel, Jones triple D-37 Double Cross

By Charleen Ho

PERRIS, CA, AUG. 12

The Double Cross Racings Association's District 37 Grand Prix was highlighted by Randy Norman's 500cc Pro win and Dale Dondel's 250cc Pro victory. Through the summer heat, a demanding course and fierce competition, Norman and Dondel perservered.

As the 500cc division cooked its way through the start sweeper, Larry Lawrence, Randy Norman, Larry Roesolisn and Dirk Houghten led the Pro's, while Mike Price, Bryan Statham and Mike Paulson directed the Intermediates through the infield. All eyes were on Lawrence and Norman as they pulled away from the pack. Roesolisn, Bob Rutten, Houghten and Ronnie Gibson were side by side.

By lap two, Norman has surpassed Lawrence, while Gibson dove past Houghten, Rhutten and Roesolisn. The battles were set as the laps ticked by. Angelo Ficarotta jammed his way

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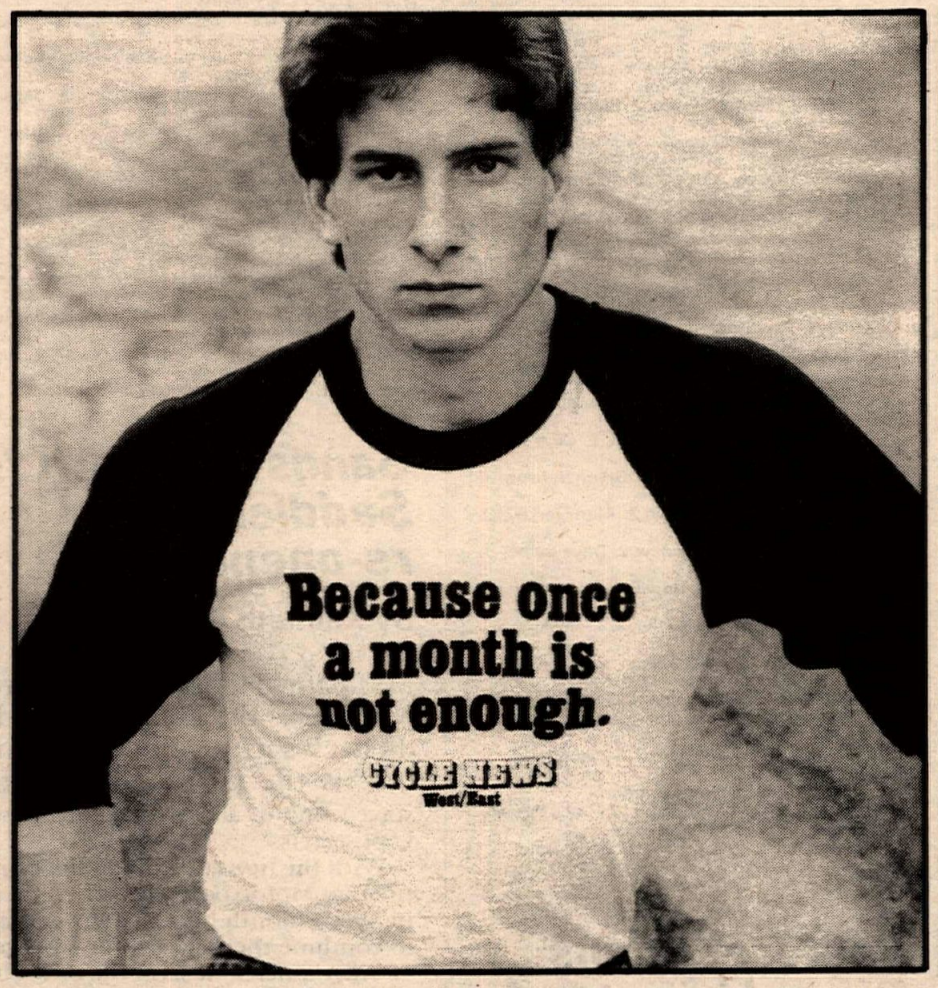

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PHOTO BY KEN STEIN

Third-place Pro Chris Fleming (911) and Andy Jefferson dice at CMC's motocross at the briefly reopened Saddleback Park.

past Houghten moving into sixth, while Rutten overtook Roesolisn for fourth. Then Rick Lee passed Ficarotta for sixth.

Lapped riders came into Norman's realm as he tactfully used them to set distance between Lawrence. Gibson's strong third position was being challenged by Rutten. Rutten's persistence and aggressiveness dialed him into third. Rutten wasn't satisfied. Rutten was reeling in Lawrence. As Rutten closed in, Lawrence succumbed to the pressure and at the checkers it was Norman, Rutten, Lawrence, Gibson, Lee and Ficarotta. In the 500cc Intermediates, Mike Price dominated all laps followed by Louis Peick Jr., Bryan Strathan and Jim Lichlyter.

As the 250cc Pro division dove through the first off camber turn, Dale Dondel, Larry Rosseler and Greg Nash surfaced as the front runners followed by Bill Scott, Mike Neff, Rob Hall and Shawn Mahn. By lap two precedence was set as Dondel led Nash, Scott, Neff, Hall, Rosseler and Mahn. Then Hall overtook Neff for fourth, while Marc Johnson passed Mahn for sixth.

The action was back on Hall and Neff as they tried to outsmart one-another. Johnson slipped between them only to set them apart. By now Dondel had set quite a lead as Nash, Hall, Neff, Scott and Johnson pursued. Neff was back on the throttle as he caught Hall for third.

Meanwhile, Scott moved in on Hall clinch fourth. At the finish it was Dondel, Nash, Neff, Scott and Hall.

The 250cc Intermediate action was dominated by Raymond Cates, John Townsend, Chuck Doran, Joe Steffan and Kinney Jones. Cates lead Townsend, Jones, Duran and Steffan until lap four. Then Jones moved into first followed by Townsend and Cates. Duran and Steffan battled for positions. Jones and Townsend pulled away from the pack and finished one rider apart at the checkers. Top honors went to Jones, Townsend, Cates, Hosteller and Steffen.

Results

WOMEN BEG: 1. Chamerie O'Donnell
WOMEN INT: Lisa Peterson; 2. Barbara Perry.
WOMEN EX: 1. Karen Leitinger; 2. Bonnie Warch; 3. Tam Tracy.
MINI BEG: 1. Eric Haug; 2. Joe Hebdon; 3. Chris Haught.
MINI NOV: 1. Dunn Voyer; 2. Willy Drake; 3. Jeff Fine.
MINI INT: 1. David Bress; 2. Phil Lawrence.
200 BEG: 1. John Garcia; 2. Tim Ryker; 3. Brad Kelly.
200 NOV: 1. Greg Roybal; 2. Chris Gaines; 3. Dave Herrera.
200 INT: 1. Kevin Montgomery; 2. Craig Lee; 3. Shelby Shamblin.
200 EX: 1. Jay Stranger; 2. Tod Sciacqua; 3. Shannon Shamblin.
4-STROKE BEG: 1. Scott Stout; 2. Mike Kennard.
4-STROKE NOV: 1. Michael Robbins; 2. Frank Nenstiel; 3. Terry Gibbs.
4-STROKE INT: 1. Jon Wells; 2. Louis Peick Jr.
4-STROKE EX: 1. Bill Tarling; 2. Randy Norman.
250 BEG: 1. Patrick Mallis; 2. Richard Kent; 3. Jim Hawkins.
250 NOV: 1. Marc Crider; 2. John Shaw; 3. Kent Hawksworth.
250 INT: 1. Kenny Jones; 2. John Townsend; 3. Raymond Cates.
250 EX: 1. Dale Dondel; 2. Greg Nash; 3. Mike Neff.
500 BEG: 1. Rick Denison; 2. Mark Gibbs; 3. Curtis Powell.
500 NOV: 1. George Benedict; 2. George Rohler; 3. John Peaslee.
500 INT: 1. Mike Price; 2. Louis Peick Jr.; 3. Bryan Statham.
500 EX: 1. Larry Lawrence; 2. Bob Rutten; 3. Randy Norman.
250 VET BEG: 1. Steve Youngberg; 2. Terry Hamel; 3. Bill Shultz.
250 VET NOV: 1. Mike Simpson; 2. Clive Cheffine; 3. Mike O'Leary.
250 VET INT: 1. David Rees; 2. Bryan Benson; 3. John Francis.
250 VET EX: 1. Sam Groce; 2. Alan Gerkey; 3. John Hall.
500 VET BEG: 1. Hal Wilday; 2. Dave Irvine; 3. Dana Thompson.
500 VET NOV: 1. Frank Nenstiel; 2. John Wells; 3. Tom Gamble.
500 VET INT: 1. Geroge Kohler; 2. J. Hawkins Sr.; 3. Ralph.
500 VET EX: 1. Ronnie Gibson; 2. Danny Sanchez; 3. John Perry.
250 SR BEG: 1. Steve Smorick.
250 SR NOV: 1. Jim Learnihan; 2. Milton Roybal; 3. Al Lyons.
250 SR EX: 1. Rick Sieman; 2. Steve Bussell; 3. Jim Ellenberger.
500 SR BEG: 1. Michael Morgan.
500 SR NOV: 1. Hank Mudbone; 2. Bruce Carnell; 3. M. Duncan.
500 SR INT: 1. Chuck McIntosh; 2. Pat Dale.
500 SR EX: 1. Harry Thornburg; 2. John Rice; 3. Neil Fearing.

Pastoret opens Dunes' inaugural CMC night MX

By Kenneth Stein

VALENCIA, CA, AUG. 17

Honda rider Pat Pastoret won both 125cc Novice motos as the Continental Motosport Club returned to Indian Dunes for the first time in nine years.

Most of the riders held American Motocross Enterprises cards which, according to CMC President Stu Peters, will be accepted for quite a while.

Honda-mounted Joe Gelson took the lead at the drop of the gate, but Pastoret squeezed past on the first lap. The pair battled until Gelson crashed early on the third lap, allowing Jerrhod Thames' Kawasaki to move up to second. Wase Gatlin pushed his Honda past Trestin Simpson's KX for third on the final lap.

Simpson, from Phoenix, holeshot the second moto with Gelson and Thames in tow. Pastoret moved into the lead on the third lap from his fourth-place, and never looked back. Gelson followed Pastoret through the pack to finish second ahead of Simpson and Gatlin.

KTM pilot Ron Rosegard holeshot the first 250cc Junior moto, but overshot the very next turn for a spectacular endo into the dried-out stream bed — about a 10-foot drop. John Tucker's slightly cooler head prevailed, as he steered his YZ around the turn in the lead. Mike Dunlop's Honda came on strong late in the seven-lap race, taking over the lead on the fifth lap. He held Turker off to the end, with Daryl Hambelton's Honda trailing in for third.

Hambleton took the lead at the start of the second moto with Dunlop right behind. Dunlop stayed there all race long, his 1-2 finishes earning him the big trophy for the night.

Results

500 PRO: 1. Kenny Donelson (Hon); 2. Dan DeYoung (Hon).
250 PRO: 1. Ken Zahrt (Hon); 2. Greg Torgerson (Hon); 3. Mark Harwell (Suz).
500 INT: 1. David Rosen (Hon); 2. Scott Piper (Hon).
250 INT: 1. Curt Farrar (Yam).
125 INT: 1. Jeff Reynolds (Kaw); 2. Jim Domay (Suz).
500 JR: 1. Scott Welcher (Mai); 2. Chris Boice (Hon).
250 JR: 1. Mike Dunlop (Hon); 2. Daryl Hambleton (Hon); 3. John Tucker (Yam).
125 JR: 1. Denny Jones (Hon); 2. Richard Bates (Yam); 3. Jeff Clark (Yam).
500 NOV: 1. Travis Stake (Hon); 2. Brad Sloan (Mai); 3. Darrell Graham (Hon).
250 NOV: 1. Craig Fullerton (Suz); 2. Russ Rohrer (Yam); 3. Sandy Smith (Yam).
125 NOV: 1. Pat Pastoret (Hon); 2. Joe Gelson (Hon); 3. Trestin Simpson (Kaw).
MINI EX: 1. Mikey Pascarella (Kaw); 2. Shane Trittler (Kaw).
MINI JR: 1. Jody Tapia (Kaw); 2. Doug Huston (Yam); 3. Erich Brossel (Kaw).
MINI NOV: 1. Kenny Manning (Yam); 2. Andy Payne (Yam); 3. Dean Dill (Kaw).
60 0-8: 1. Jeff Willoh (Kaw); 2. Pablo Lara III (Kaw); 3. Dontae Johnson (Kaw).
60 9-11: 1. Joey Curtis (Kaw); 2. Nick Mairose (Kaw).
VET SPT: 1. Jim Theys (Kaw); 2. Robert Fortier (Kaw); 3. Dennis Warner (Yam).
VET MASTER: 1. Bob Dunham (Yam); 2. Jim Smith (Yam).
VET MASTER/PRO: 1. Nino Pollaccia (Hon).

Sands bags CMC's Saddleback re-opener

By Kenneth Stein

ORANGE, CA, AUG. 19

Mid-Cities Honda rider Richard Sands was the big fish in Saddleback's little pond of a turnout as the park's re-opening stayed one of the southland's best-kept secrets.

With the light turnout at the Continental Motorsport Club's first meet in over a month here, the Pros chose to combine their classes for a bigger 16-rider ante. Sands, on the only 500 in the field, wasted no time taking the lead, and stayed at the front all the way to the checkers. Craig Cable's 250 took second from similarly attired Tim Nash with only two laps left. Andy Jefferson's fourth-place Husky 250 broke the Honda stranglehold.

Sands picked up where he left off in the second moto with a holeshot ahead of the RM250s of Chris Fleming and Jim Cobham. Before the lap ended, Cable took second, but fell on the next lap. He picked himself up and moved from next to last up to fourth by the end. Fleming, meanwhile, charged after Sands and took the lead with one lap left. Fleming bobbled and lost the lead on the last lap as Sands flew by for his second win.

Alan Olson set the Intermediate class on fire with two wins aboard his 250 Yamaha. Brady Helm's RM holeshot the first moto, but it only took two laps for Olson to move from his third-place start to take Helm. Loren Pochirowski kept his Honda in the hunt and finished third behind Helm.

Olson took command right at the start of the second heat and built up a 16-second lead on Helm by the end of the race. Pochirowski again salvaged third.

The 125cc Junior class had their eyes opened, as in the mixed field of the first moto, Novice rider David Bress beat the entire Junior field while massacring the rest of his class aboard a Kawasaki 125. He beat all but the top two Juniors in the second heat. Of those who are *already* Juniors, Todd Saylors' KX moved from sixth to hold off the Honda of Zach Halopoff in Bress' wake for the first-moto win. He took the lead from Doug Hawkins' Suzuki in the fifth lap of the second moto for the overall.

Results

PRO: 1. Richard Sands (Hon); 2. Craig Cable (Hon); 3. Chris Fleming (Suz).
250 INT: 1. Alan Olson (Yam); 2. Brady Helm (Suz); 3. Loren Pochirowski (Hon).
125 INT: 1. Steve Kendall (Suz); 2. Scott McElroy (Hon); 3. Brad Johnson (Suz).
500 INT: 1. David Woolmore (PMT); 2. Reed Mayne (Hon); 3. Richard Boiteau (Suz).
500 JR: 1. John Lembeck (Hon); 2. Kent Griffin (Yam); 3. William Tifft (Hon).
250 JR: 1. Jeff Healey (Suz); 2. Darrin Hoeft (Hon); 3. Brad Bendett (Kaw).
125 JR: 1. Todd Saylors (Kaw); 2. Doug Hawkins (Suz); 3. David Bauer (Kaw).
500 NOV: 1. Thomas St. Peter (Hus).
250 NOV: 1. Thomas Vitacek (Hon); 2. Shawn Hudspeth (Kaw); 3. Carl Ellert (C-A).
125 NOV: 1. David Bress (Kaw); 2. Chad Saylors (Hon); 3. Rob Ralph (Hon).
MINI INT: 1. Sloan Cooper (Yam).
MINI JR: 1. Darren Frederickson (Kaw).
MINI NOV: 1. Timmy Olson (Yam); 2. Erik Webb (Yam).
VET MASTER: 1. Jody Weisel (KTM); 2. Ron Tuzunsky (Yam).
VET SPRTSMAN: 1. John Tartaglia (Mai); 2. Bengt Johansson (Hon).
OT SPRTSMAN: 1. Paul Wilde (Yam).

Hicks clicks at CMC Baylands MX

By Mike Vancil

FREMONT, CA, AUG. 22

Todd Hicks, the only racer at this Continental Motosports Club-sanctioned motocross at Baylands Raceway to have competed at Ponca City, showed why he was expected to do well in the big Oklahoma event.

Hicks catapulted out of the starting gate and just plain ran away from the 80cc Junior/Intermediate/Expert field. Hicks was expected to win and he did. His Moto-X Fox/Scott Goggles/PJ-1 Oil/Hayward Suzuki-sponsored RM ran flawlessly. The nearest entrant to Hicks' Expert ride was Jess Britain on a Kawasaki, the leading Intermediate, one quarter lap behind Hicks. Ricky Peixoto didn't get overly concerned about all the fast Intermediates and Experts in front of him; he just methodically went about winning the Junior class by putting together a 1-2 in the two motos aboard his Yamaha.

In the bigger displacements, star of the evening was Phil Douglas on a Peninsula Honda-sponsored CR in the 250cc Pros. In the first moto Douglas got off to a rotten start but worked up to third behind Devon Joos (Hon) and leader Tony Richards on his Maxey Porting/Kawasaki Motors West KX. Richards led seven laps before bailing off and giving the victory to Joos.

Moto two saw Craig Chistian jump into the lead. At mid-race Douglas got under the Yamaha rider and held on to the checkers to earn top spot at the payout window.

Results

80 NOV: 1. David McIntosh (Yam); 2. Jason Warren (Kaw); 3. Tad Dias (Kaw).
80 JR: 1. Ricky Peixoto (Yam); 2. Lance Lucero (Yam).
80 INT: 1. Jesse Britain (Kaw).
80 EX: 1. Todd Hicks (Suz).
125 NOV: 1. Matt Mattos (Yam); 2. Mike English (Hon).
125 JR: 1. Kent Gurries (Suz);2. James Haupt (Yam); 3. Tony Peixoto (Hon).

PHOTO BY LEE TAYLOR

Steve Kakuk (52), Chris Paulsen (86) and T.H. Sutherland head out of the sandwash while contesting CRC's 250cc Beginner class.

125 PRO: 1. Tony Flores (Yam).
250 NOV: 1. Rich Battaglia (Hon); 2. Jim Ramos (Suz).
250 JR: 1. Paul Midson (Suz); 2. George Miranda (Suz).
250 INT: 1. Jack Azevedo (Hon).
OPEN JR: 1. James McManus (Hon).
OPEN INT: 1. Bret Cary (Yam).
250 PRO: 1. Phil Douglas (Hon); 2. Devon Joos (Hon).
OPEN PRO: 1. Jerry Brandt (Yam).
VET SPTSMN: 1. Joe Wytman (Kaw).
VET MASTER: 1. Dave Burgess (Yam).
OT SPTSMN: 1. Dan Delwiche (Hon).

Abbinanti absolutely at CRC 'Dunes MX

By Lee Taylor

VALENCIA, CA, AUG. 19

Honda rider Joe Abbinanti turned finishing power into winning energy as he rode to victory in the 125cc Novice class of a California Racing Club motocross on the International track at Indian Dunes.

In the first moto, Paul Matthews, a long-time Mini racer making his first start on a 125, took the holeshot. Cagiva rider Rob Sassen was the first one to pass Matthews, and Abbinanti and Joe Klauza also found their way past to finish 2-3.

It was Klauza's turn to take the lead in the second moto, but he eventually dropped back to fourth as Danny Barnett worked his way into the lead. Johnny Calia finished second with Abbinanti third. Overall it was Abbinanti, Calia and Klauza.

In the 250cc Beginner clash Honda rider John Pennala got off to a good start by leading the first moto wire to wire. Russ Roher and John Jackson finished second and third, respectively.

Jackson had the lead as the second moto began, but Chris Paulsen and Cary Taylor soon caught up to him, and then dropped him to third. Pennala suffered from a poor start, but threaded his way through the pack to finish fourth, and that was good enough for the class win. Taylor took second with his 4-2, while Jackson's 3-3 earned him third.

Results

PEE WEE: 1. Robby Hammond (Yam).
PEE WEE EX: 1. Jeff Willoh (Yam).
60 NOV: 1. Jeff Willoh (Kaw); 2. Brian Gouvela (Kaw); 3. Shaun Perolio (Kaw).
60 INT: 1. Joey Curtis.
80 STK BEG: 1. Charlie Burgess (Kaw); 2. Rodger Doggrell (Kaw); 3. Steve Demarest (Yam).
80 STK NOV: 1. Kevin Peoples (Kaw); 2. Michael Loftus (Kaw); 3. Jon Berg (Suz).
80 STK INT: Sean Blanchard (Kaw); 2. Terry Swanson (Kaw); 3. Bubba Erickson (Kaw).
80 MOD NOV: 1. Jody Tapia (Kaw); 2. Marc Thomas (Yam).
80 MOD INT: 1. Sean Blanchard (Kaw); 2. Bubba Erickson (Kaw); 3. Alvin Matthews (Kaw).
125 BEG: 1. Joe Gelson (Hon); 2. Cande Acehcio (Hon); 3. Brad Beaman (Hon).
125 NOV: 1. Joe Abbinanti (Hon); 2. Johnny Calia (Suz); 3. Joe Klauza (Kaw).
125 INT: 1. Jeff Reynolds (Kaw); 2. Jeff Barbacovi (Yam); 3. Ray Groom (Hon).
125 PRO: 1. Mike Kell (Kaw); 2. Rich Truchinski (Hon); 3. Mike Watson (Hon).
250 BEG: 1. John Pennala (Hon); 2. Cary Taylor (Yam); 3. John Jackson (Kaw).
250 NOV: 1. Glenn Gordy (Kaw); 2. Dan Manetlar (Hon); 3. Tad Cates (Yam).
250 INT: 1. Brad Toms (Kaw); 2. Mike Magallawes (Yam); 3. Jerry Sherer (Suz).
250 PRO: 1. Ken Zahrt (Hon); 2. Bobby White (Hon); 3. Tom Engel (Suz).
OPEN BEG: Randy Niessew (Suz); 2. Raymon Falcon (Yam); 3. James Roach (Yam).
OPEN NOV: 1. David J. Montanaro (Yam).
OPEN INT: 1. Gregg Blechman (Hon); 2. Ruben Falcon (Hon).
PRO: 1. Paul Villa (Hon).
VET JR: 1. Andy Green (Suz); 2. Mick Mistretta (Suz); 3. Jack Allen (Yam).
VET INT: 1. Wayne Ellis (Hon); 2. Sam Maute (Suz); 3. Jim Douglas (Yam).
VET EX: 1. Marino Bastionell (Suz); 2. Randy Gafner (Hon); 3. Mark Martin (Suz).

Kyle styles, Cook books in SRAC MX

By Larry Johnson

TRINIDAD, CO, AUG. 18-19

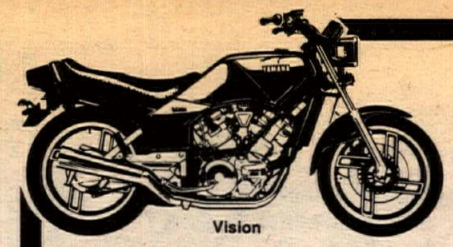
Terry Kyle won three of his four motos, but a third place in the first 250cc Pro moto prevented him from winning two class victories in this Sports Riders Association of Colorado motocross.

In Open Pro action, Kyle took the lead for good by the second lap of the first round. It was the first race of the day following an all-night rainstorm. Only Kyle and Brent Reed could cope with the muddy conditions, and Kyle eventually slopped away from Reed by 13 seconds at the checkers. The track had dried out considerably by moto two, and Kyle went flag to flag, building a large lead early and never letting up.

In the 250cc Pros' first moto, Kyle hounded Albert Firestine for most of the race, but, in the late going, Randy Warren slipped past to finish second. Kyle took the lead from Firestine early in the second round and the twosome roared away from the pack. Firestine tailgated Kyle the entire distance, but never made any serious attempt to pass since he had the overall wrapped up.

Stacey Cook waited until mid-moto to overtake Tim Buchli for the lead in the first round of the 125cc Pros. They finished in that order ahead of Jim Mitchell. Cook again rode behind the leader, this time Matt Lindsey, for half of the second moto before taking the lead and his second victory. Buchli and Mitchell, again, followed him across the finish line in the same order as moto one.

Monty Kyle held off Richard Dos-



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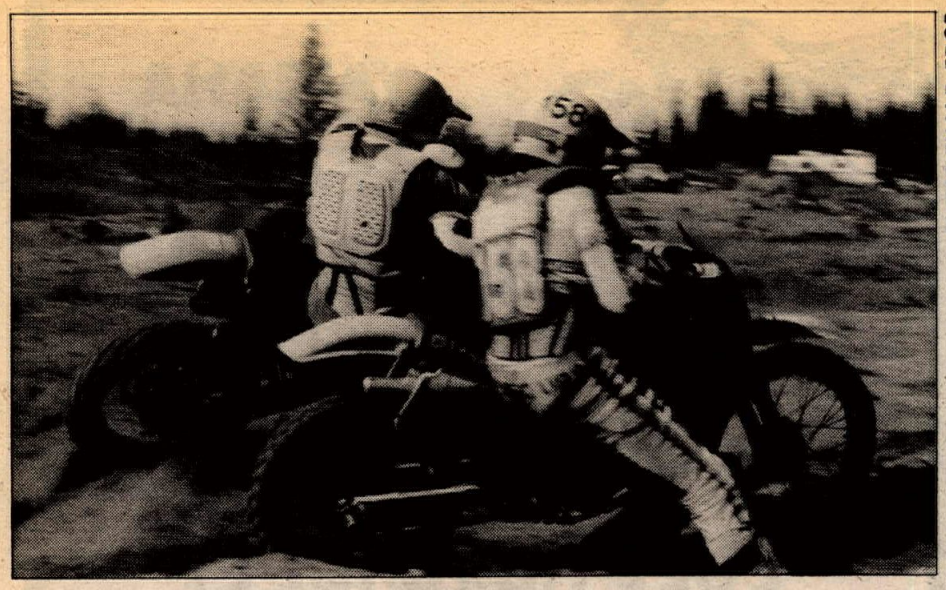

PHOTO BY M.R. EDGE

Jim Stewart (158) and Kevin Herrin try a little road-race-style hanging off in Alaskan MX 250cc Expert competition.

tal and Charles Geist for eight laps to win moto one of the Vet Experts. Dostal grabbed the early lead in moto two ahead of Kyle and Geist, and another tight battle appeared to be brewing. However, Kyle's rear shock broke early on, and Dostal stretched a 14-second lead on Geist by midpoint. By the checkers, Geist had closed the gap to one second, but the victory and overall went to Dostal.

Results

60 NOV: 1. David Madril (Kaw); 2. Micah Moyes (Hon); 3. Brian Diehl (Yam).
60 AM: 1. Shawn Morgan (Kaw); 2. Ryan Echer (Kaw).
80 NOV: 1. Mark Malin (Suz); 2. Clint Vahsholtz (Kaw); 3. Dennis Grimes (Yam).
80 AM: 1. Justin Carver (Kaw); 2. Gene Bashline (Kaw); 3. Jeff Hopkins (Kaw).
80 EX: 1. Brant McCoy (Yam); 2. Darren DeLoach (Kaw); 3. Robert Rose (Kaw).
125 NOV: 1. Jerry Johnson (Kaw); 2. Mark Newman (Hon); 3. Kurt Eichacker (KTM).
125 AM: 1. Garry Hagins (Kaw); 2. Jim Ruterbories (Yam); 3. John Hoppe (Kaw).
125 PRO: 1. Stacey Cook (Kaw); 2. Tim Buchli (Yam); 3. Jim Mitchell (Cag).
250 NOV: 1. Dennis Durmas (Hon); 2. Manuel Guzman (Kaw); 3. Gerald McCrackin (Kaw).
250 AM: 1. Jim Mason (Yam); 2. Marvin Rosencrans (Hon); 3. Bruce McGrew (Suz).
250 PRO: 1. Albert Firestine (Yam); 2. Terry Kyle (Yam); 3. Scott Kilgore (Hon).
OPEN NOV: 1. Kirk Alexander (Hon); 2. Gary Gillis (Yam); 3. Ed Roy (Hon).
OPEN AM: 1. Rod Thomas (Yam); 2. Paul Needel (Yam); 3. Rick Doug (Yam).
OPEN PRO: 1. Terry Kyle (Yam); 2. Brent Reed (Hon); 3. Dave Newell (Hon).
VET NOV: 1. Jim Leininger (Yam); 2. Edgar Perriton (Hon); 3. Danny Hagins (Kaw).
VET AM: 1. Bruce Mills (Yam); 2. Robert Kimbrel (Hon); 3. Bobby Hancock (Yam).
VET EX: 1. Richard Dostal (Hon); 2. Charles Geist (Yam); 3. Dan Greenwood (Yam).

Nunez, Hill climb to Hills Ferry benefit ST wins

By W.H. Spencer

NEWMAN, CA, AUG. 11

Jon Nunez and Aaron Hill came off with the best scores at the annual D-36 Hills Ferry benefit short track for the local burn unit and emergency hospital, which featured a visit from the Airevac helicopter. Nunez held off the constant advances of Hill in the 250cc Expert main while Hill rode around Winkie Freitas for the 500 win.

The 250cc Novice show saw Dennis Gonsalves beat out a vastly improved Ronnie Hays with Anthony Mitchell third on his Honda. Tom Carriger predicted he would win the 250cc Junior main before the start and did just that over Kelly Fischer.

Todd Beecher holeshot the 250cc Expert show on his Yamaha of Salinas special but it didn't last long with Nunez working the Henningson Construction water-cooled Suzuki around and leading from lap two to the checkers. Hill brought up the Blendzall special and was all over Nunez but found no way to get around without too much bumping and so settled for second with Joe Knight coming off a four-month lay-off for third over Beecher and Rob Damron.

Winkie Freitas led off in the 500cc Expert race but Hill came up fast on his TT500 and found the right line outside around turns 3-4 and rode off with the big win with Kevin Hugill, Adam Sabedra, Craig Howard and Paul Iwanaga, 3-4-5-6.

Results

PEE WEE: 1. Earnie Martin (Yam); 2. Nathan Wait (Suz); 3. Eric Martin (Suz).
80 NOV: 1. Jason Wait (Suz); 2. Denny Mosier (Yam).
250 NOV: 1. Dennis Gonsalves (Yam); 2. Ronnie Hays (Yam); 3. Ant Mitchell (Hon).
250 JR: 1. Tom Carriger (Yam); 2. Kelley Fischer (C-A).
250 EX: 1. Jon Nunez (Suz); 2. Aaron Hill (Hon); 3. Joe Knight (Yam).
500 NOV: 1. Joe Cooper (Yam); 2. Mark Merck (Hon); 3. Ken Cypriano (W-R).
500 JR: 1. Steve Raymond (C-A); 2. Todd Winkler (Hon).
500 EX: 1. Aaron Hill (Yam); 2. Winkie Freitas (Rtx); 3. Kevin Hugill (Yam).

Ellis easy winner at Sacto MX

By Nuclear Neukam

SACRAMENTO, CA, AUG. 10

Jim Ellis cruised from Fresno to Sacramento Raceway Park for the Friday night Stadium MX races and then cruised to the win in the Pro class. Also on hand this night was former rodeo rider Lou Bouscal, the oldest AMA/District 36 active card-carrying-kid at 77 years young.

Sierra/Answer Products/Yamaha-support rider Ellis won both Pro motos aboard his YZ250 ahead of Jo Jo Wright, the hot new Honda Support (through Honda of Sacramento)/Hi-Point rider. Ellis won the first round hands-down while Wright put the pressure on in the second go-'round. Ellis relied on experience gained in National competition this year while Wright observed said style, finishing second each moto for second overall. Jimmy "Kamakazi" Robertson had a little trouble putting it all together this race and could only muster a pair of thirds.

The Old Timer Novice class was truly blessed with the presence of Super-Senior Lou "The Doer" Bouscal and his Suzuki RM125. Although the 77-year-young racer followed winner Bill Arbogast (Suz) and second-place Mike's Kawasaki-mounted George Buttles to the checkered each time out, his performance was an inspiration to everyone.

Results

OT NOV: 1. Bill Arbogast (Suz); 2. George Buttles (Kaw); 3. Lou Bouscal (Suz).
OT INT: 1. Bill Perkins (Hon); 2. Jesse Dean (Suz); 3. Chuck Watson (SWM).
OT EX: 1. Curt McMahon (KTM); 2. Al Picken (KTM).
VET NOV: 1. Gary Gallagher (Suz); 2. Tom Stratton (Suz); 3. Kim Downer (Hon).
VET INT: 1. Roy Crouch (Hon).
OT EX: 1. Russ Powell (KTM); 2. Art McDade (Hon).
125 PRO: 1. Shawn Freiling (Kaw).
250 PRO: 1. Jimm Ellis (Yam); 2. Joe Wright (Hon).
PP: 1. Frankie Hartnett (Hon).
50: 1. Ryan Shropshire (Yam).
60: 1. G.C. Robinson (Kaw).
80 NOV: I. Brett Hamilton (Kaw); 2. Ray Crumb (Suz): 3. John Shipman (Kaw).
80 NOV D II: 1. John Shipman (Kaw); 2. Brett Hamilton (Kaw); 3. Justin Haskel (Yam).
80 INT: 1. Mark Fain (Kaw).
80 EX: 1. Tony McGrath (Kaw); 2. Steve Lamson (Kaw).
125 NOV D I: 1. Cliff Austen (Hon); 2. Frank Brogan (Suz); 3. Mark Meyers (Hon).
125 NOV D II: 1. Don McGrath (Kaw); 2. Alan Goltz (Kaw); 3. Daryl Yount (Kaw).
250 NOV: 1. Rodney Beard (Hon); 2. Roger Lucero (Hon); 3. Mike Fine (Hon).
OPEN NOV: 1. Robert Timmons (Hon); 2. Jack Genovese (Mai); 3. Shannon McMannus (Hon).
4 ST: 1. Jerry Wheeler (Kaw); 2. Robert Brasfield (Hon); 3. Steve Olson (Hon).
125 INT: 1. Jed Green (Suz); 2. Al Murillo (Yam); 3. Ron Picken (Hon).
250 INT: 1. Sam Freis (Hon).
OPEN INT: 1. Chuck Watson (SWM); 2. Jim Dana (Hon).

Gardner sizzles at Santa Clara MX

By Stoney Ryan

SANTA CLARA, CA, AUG. 10

At the Friday night Santa Clara Police Athletic League track Honda Peninsula/Moto-X Fox/Proto-Pipes-backed Johnny Gardner swept the combined 250cc/Open Pro class for the second week in a row on a borrowed bike.

Starting way back both motos, Gardner aggresively pushed through a fast pack for a pair of come-from-behind wins. In the first moto it took Gardner only three laps to pass eight riders and get within striking distance of the leader, Open Honda rider Todd Teman. One lap later Gardner outrode Teman to take the lead. Teman trailed Gardner for two more laps trying to regain the lead but just couldn't pull it off. As Gardner pulled away, Teman had his hands full fighting off Yamaha-mounted Mike Marquez to hold on to the second spot. At the finish it was Gardner, Teman and Marquez.

In the second moto, it was a repeat performance for Gardner, coming from an eighth-place start to take the lead on the seventh lap from Honda rider Phil Douglas. Behind Gardner a three-man battle for the follow-up positions was waged between Douglas, Marquez and All American Honda's Dennis Hannel. At the checker it was Gardner, Douglas, Hannel and Marquez. Gardner's 1-1 score gave him first overall, followed by Hannel (4-3), Marquez (3-4) and Douglas (8-2).

Honda pilot Mike Swan beat out an impressive field to win overall in the Vet Master class. In the first moto it was Mike Lane's Honda first off the line but before lap one was completed Swan had taken the front position. Midway through the moto Swan couldn't hold back the come-from-behind charge laid down by Moto-X-Fox/Roost Factory rider Jerry Caton. Once out front Caton never looked back, winning handily with Swan second and Rick Souza third. Lane, whose Honda went down on the second lap, settled for fourth.

The second moto began like an instant replay of the first with Lane grabbing the holeshot but surrendering the lead early to Swan. This time Swan wasn't letting anyone past, holding a convincing lead to the finish for the moto and the overall win. Caton finished second overall, Souza third.

Results

125 INT: 1. Jon King (Hon); 2. Alan Moffat (KTM).
OPEN INT: 1. Phil Gribnau (Yam).
250 INT: 1. Allan Carlson (Hon).
250/OPEN PRO: 1. Johnny Gardner (Hon); 2. Dennis Hannel (Hon); 3. Mike Marquez (Yam).
OT MASTER: 1. Geoffrey Fox (Hon); 2. Gary Estes (Suz).
OT SPORT: 1. Hank Wessel (Suz); 2. Rich Lakely (KTM); 3. Edward Jardine (Yam).
OPEN NOV: 1. Gary Jaehnd (Yam); 2. Ross Rowell (KTM); 3. Tim Willyard (Yam).
OPEN JR: 1. Mike Nisson (Hon); 2. Johnny Pai (Yam); 3. Joe Ornelas (Hon).
125 PRO: 1. Mike Marquez (KTM); 2. Johnny Dauth (Hon); 3. Jeff Pestana (Yam).
250 JR: 1. Jeff Wright (Hon); 2. Jon Felock (Yam); 3. Larry Divine (Hon).
250 NOV: 1. George Heare (Hon); 2. Erich Shofstall (Hon); 3. Tyler Young (Hon).
MINI 80 NOV (12-16): 1. Mike Rohde (Yam); 2. Eric Jacobson (Yam); 3. Shane Pestana (Hon); 4. Chuck Tauber.
MINI 80 INT (12-16): 1. Ronald Caton (Suz); 2. Jeannie Pruitt (Suz).
MINI 60 JR (9-11): 1. Eric Halpin (Hon).
MINI 80 NOV (9-11): 1. Seth Young (Yam).
MINI 80 JR (9-11): 1. Jerome Smith (Hon); 2. Brian Gouveia (Suz); 3. Christopher McCallie (Yam).
MINI 50 PEE WEE: 1. Bryan Johnson (Yam); 2. Donald Doty; 3. Rudy Minjares (Yam).
VET MASTER: 1. John Swan (Hon); 2. Jerry Caton (Suz); 3. Rick Souza (Hon).
VET SPORT: 1. Jeff Burnett (Yam); 2. Hank Wessel (Suz); 3. Layne Castner (Hon); 4. Jim Ricci (Suz).
125 JR: 1. Brad Johnson (Hon); 2. Gregory Fox (Hon); 3. Jose Sanchez (Suz).
125 NOV: 1. Kent Gurries (Suz); 2. Robert Kashka (Hon); 3. Steve Cassar (Hon).

Thompson thunders at ADRA Cinder Mtn. 100

By Daryl D. Drake

FLAGSTAFF, AZ, JULY 29

Jim Thompson Jr. borrowed his dad's big-bore once again, drove down from Denver and won his second Arizona Desert Racing Association event this year, the Cinder Mountain 100.

For the third running of this race, the ADRA laid out a 38-mile course over the truly unique surface.

The Black Cinder Hills northeast of Flagstaff are composed of volcanic cinders from eruptions in the area back around 1066 A.D. These hard black cinders are something like pea gravel; they react like sand down low, becoming ball bearings at speed. Someplaces they're solidly packed, other places they're bottomless. NASA tested the lunar rover here.

Three hundred fifty-two riders started, 251 finished.

Thompson, riding for Competition Cycle in Denver, covered four laps, for 152 miles, in 3:34:21, garnering first overall and first Open Expert.

His nearest competitor, Phoenician Bryan Hayes, was three minutes, 15 seconds back on the United Motorsports/Bel-Ray Yamaha 490.

Last year's winner, Jimmy Means Jr., only finished third overall, third Open Expert on a CR500 Honda this time.

At fourth overall, Chris Chambers was the 250cc Expert winner, 13 minutes behind Thompson, with Mike Medwin taking the 200cc Experts aboard a KX 125.

Two Senior Experts, Elmer Attson and Wayne Decklever, fought it out for the win in the three-lap classes.

Attson took it with a time of 2:56:51, 42 seconds ahead of Decklever and nearly three minutes ahead of the first Amateur, Edward Zukowski, the 250 winner.

Over The Hill Gang member Bryon Farnsworth beat all the Beginners and the senior sportsmen in the two-lap classes. He showed 'em how to ride a 200 in the mountains, edging first Open Beginner Samuel McRae by over a minute.

The Mini racers ran only on a small loop, six miles long. Amateurs and Novices went seven laps, Beginner 60s and 80s went four.

Amateur Scott Hildebrand and Chris White ran very close with Scott winning by 20 seconds. Novice Brookie Jeffery had a good day as well, taking his class.

Results

200 EX: 1. Mike Medwin (Kaw); 2. Robby Stroud (Hon); 3. Gary Griswold (Kaw).
OPEN EX: 1. Jim Thompson Jr. (Hus); 2. Bryan Hayes (Yam); 3. Jimmy Means Jr. (Hon).
200 AM: 1. Bob Henderson (Yam); 2. Mark Lewis (Hon); 3. Scott Hildebrand (Yam).

OPEN AM: 1. Will Chambers (Yam); 2. Karl Seiberling (KTM); 3. Grady S. Waldo (Hon).
38+ VETS: 1. Joe Prosser (KTM); 2. Dick Young (Hus); 3. John Volk (Yam).
200 NOV: 1. Wayne Balcerzak (Hon); 2. Lance Uhland (Hon).
250 EX: 1. Chris Chambers (Hon); 2. Mar Huffine (Yam); 3. Mark Hildebrand (Yam).
SR EX: 1. Elmer Attson (Yam); 2. Wayne Decklever (Hon); 3. Bill Meyer (KTM).
250 AM: 1. Edward Zukowski (Suz); 2. Tim Leehe (Yam); 3. John Nolan (Hon).
SR AM: 1. Ed Deedler (KTM); 2. Phil Teisl (KTM); 3. Jerry Rice (Yam).
30+ VETS: 1. Tony R. Pierce (KTM); 2. Larry A. Boyd (Yam); 3. Al Maynard (Hon).
250 NOV: 1. Scott Kindler (Yam); 2. Don Tistle (Kaw); 3. Bob Synesal (Hon).
OPEN NOV: 1. Dave Dinney (Hon); 2. Rob Jonston (Hon); 3. Jeff Durante (Hon).
200 BEG: 1. Jeff Smith (Suz); 2. Gregg Bacome (Hon); 3. Greg Casebeer (Hon).
OPEN BEG: 1. Samuel McRae (KTM); 2. Buddy McDonald (Hus); 3. Marty Stutz (KTM).
DINOSAURS: 1. John Berger (Hus); 2. Dave Alexander (CZ); 3. Mike Wadding (Yam).
MINI NOV: 1. Brookie Jeffery (Yam); 2. Chris Spurlock (Kaw); 3. Bob McPherson (Kaw).
MINI BEG (80): 1. Denis Hildebrand (Yam); 2. Billy Newby (Hon); 3. Jack Massey (Yam).
OTHG: 1. Bryon Farnsworth (Kaw); 2. Mack Garrison (Mai); 3. Don Underwood (KTM).
250 BEG: 1. Tracy Jones (Kaw); 2. Ron Pontius (Yam); 3. Wade Thornhill (Yam).
SR SPTSMN: 1. Allen Poore (Hus); 2. Steve Holdread (Yam); 3. Joe Crozier (Hus).
MINI AM: 1. Scott Hildebrand (Yam); 2. Chris White (Hon); 3. Steven Grant (Kaw).
MINI 60: 1. Brandon Beggs (Yam); 2. K.C. Kirk (Yam); 3. Eddie Lucas (Yam).

Roskelley doubles in Alaska MX

By M.R. Edge

ANCHORAGE, AK, JULY 29

Jeff Roskelley, after a long period of crashes and mechanical failures, held it together to win both the Pro and 500cc Expert classes in an Alaska Motorcycle Racing Association motocross. Roskelley easily won both motos of the 500cc Expert class on his Kawasaki Cycle Cache KX but had to work for his two Pro moto wins.

Roskelley holeshot the first Pro moto with Suzuki Motorcycle and Marine's Jim Stewart right behind. Back in the pack current Pro points leader Kelly Butler and Joe Good were in a heavy dice. Good was about to try a pass but Butler went down and Good hit the downed bike, sending his bike bouncing down the track. Before it stopped the bike bounced on both Good and Butler, putting Butler out with a leg injury. Good was able to finish the moto but only at half steam. Meanwhile Stewart took the lead after a minor Roskelley crash. Roskelley was soon on Stewart's tail trying to regain first. The two went at it for half the moto before Roskelley went by. Stewart started to tire and by the moto's end was passed by Kevin Schaub (Hon), who spent the entire time working his way up from a poor start. At the finish line it was Roskelley, Schaub and Stewart. Good limped in at seventh.

Moto two found Stewart out front with Roskelley and Good in hot pursuit. But on the second lap Stewart crashed, putting him out of contention. The race of the day was between Roskelley and Good who both gave it their all for the number-one slot. Roskelley was able to hold Good off at the checkered for first place, though.

Results

80 NOV: 1. Scott Stafford (Kaw); 2. Chris Steward (Yam); 3. Andy Amarok (Kaw).
80 EX: 1. Bruce Williams (Kaw); 2. Jason Anderson ;(Kaw); 3. David Cook (Kaw).
105: 1. Bruce Williams (Kaw); 2. Robb Butler (Kaw); 3. Victor Sheldon (Kaw).
125 NOV: 1. Jason Anderson (Kaw); 2. Mark Crosby (Hon); 3. Roger Neth (Kaw).
125 INT: 1. Kirk Schaub (Kaw); 2. Canyon Hansen (Yam); 3. Donny Russell (KTM).
125 EX: 1. Joe Good (Kaw); 2. Ralph Blanchard (Yam); 3. Kelly Butler (Kaw).
250 NOV: 1. Edwin Sims (KTM); 2. Larry Simmons (Hon); 3. Brent Greer (Yam).
250 EX: 1. Kevin Schaub (Hon); 2. Jim McClain (Kaw); 3. Francis Good (Kaw).
500 NOV: 1. Ted Stern (Hus); 2. Mike Smith (Hon); 3. Jim McCord (Hon).
500 EX: 1. Jeff Roskelley (Kaw); 2. Bruce Stingley (Hon); 3. Brad Bomhoff (Hon).
VET: 1. Dale Hirsch (KTM); 2. Cort Phalp (Hus); 3. Randy Hodges (Hus).
PRO: 1. Jeff Roskelley (Kaw); 2. Kevin Schaub (Hon); 3. Joe Good (Kaw).

Whitmore out-wits DeAnza Intermediates

By Mike Gillies

SUNNYMEAD, CA, AUG. 26

DeAnza Intermediates today enjoyed their own motos by not having to share their outings with the Pro classes, because increased entries in both Pro and Intermediate classes necessitated two separate events.

A+L Suzuki's Chuck Whitmore took the first-place trophy away from the 125cc Intermediates with his hard-earned 2-2 score, beating second-moto winner Gilbert Valdez (Suz) who went 4-1 today.

Pomona Valley Kawasaki's Terry Szucsko took the holeshot in the first moto with his P.V.K. teammate Mike Burdette, and Valdez dicing for second. Whitmore was fourth off the line, but Kawasaki-mounted Jeff Matiasevich soon cruised by and succeeded in doing the same thing to the rest of the pack by lap three. Szucsko did a good job of holding on to Matiasevich through the sixth lap before he crashed. Whitmore devoted five laps of hard work to pass Burdette and Valdez which paid off towards the end; he gained a small but comfortable lead to carry him through the checkers behind Matiasevich, who rode flawlessly and was more than 30 seconds ahead. Burdette held on to third in front of Valdez, while Suzuki-mounted Craig Davis was fifth over a stunned Szucsko.

Burdette lead the pack through the first turn in moto two, but Valdez wasted no time in passing Burdette setting a faster pace. Matiasevich was fourth off the line but was knocking on first place's door by the end of the third lap. Valdez held off Matiasevich's charges until lap six when a slight slip in concentration sent Matiasevich to the lead. Unfortunately for Matiasevich, it didn't cost him the race when he crashed out of contention. Whitmore spent the first half of the race trying to get around Szucsko and the second half catching up to Burdette who he then passed on the last lap to clinch an overall winning 2-2 score. Valdez's 4-1 was second, while Burdette's 3-3 earned him third over Szucsko's 6-4. •

Results

PEE WEE: 1. Robby Hammond (Yam); 2. Chris Harwood (Yam); 3. Joshua Harwood (Yam).
DIV II: 1. Jon Pauls (Yam); 2. Troy Haling (Yam).
DIV III: 1. Jason Carroll (Kaw); 2. Mark Nelson (Suz).
JR CYCLES: 1. E.J. Wright (Kaw); 2. Jason Carroll (Kaw); 3. Jeremy Shaw (Suz).
MINI BEG: 1. Guy Deckert (Kaw); 2. Shane Scarpiello (Kaw); 3. Brett Byard (Yam).
MINI NOV: 1. Adam Fitzgerald (Yam); 2. Dustin Evans (Kaw); 3. Pierre Laquerre (Suz).
MINI INT: 1. Larry Sayeg (Kaw).
MINI EX: 1. Mike Wiese (Yam); 2. Mike Fitzgerald (Kaw).
125 BEG: 1. Kenny Maddux (Suz); 2. Kevin Neal (Yam); 3. Max Spratt (Hon).
125 NOV: 1. Richie Shaw (Yam); 2. Vince Dutton (Kaw); 3. Kerry Sorensen (Suz).
125 INT: 1. Chuck Whitmore (Suz); 2. Gilbert Valdez (Suz); 3. Mike Burdette (Kaw).
125 PRO: 1. Steve Stewart (Kaw); 2. Mark Denning (Kaw); 3. Greg Trachy (Kaw).
250 BEG: 1. Billie Paugh (Yam); 2. Harold Jones (Suz); 3. Joe Klaeger (Yam).
250 NOV: 1. Danny Critser (Yam); 2. Ron Urman (Yam); 3. Jack Endres (Hon).
250 INT: 1. Steve Piattoni (Hon); 2. Ruben Alvarado (Suz); 3. Tom Thomsen (Yam).
250 PRO: 1. Vince McMahon (Yam); 2. Keith Williams (Yam); 3. Tommy Combs (Yam).
OPEN BEG: 1. Ray Schmidt (Mai).
OPEN NOV: 1. Paul Mungel (Hon); 2. Don Abdella (Mai).
OPEN INT: 1. Vincent Gonzales (Yam); 2. Greg Carson (Hon).
WOMEN: 1. Lani Emary (Suz); 2. Alice Moore (Hon); 3. Brenda Lowmer (Hon).
JR VET: 1. Richard Bealer (KTM); 2. Kevin Sexton (Suz); 3. Bob Emary (Suz).
INT VET: 1. Errol Lebuc; 2. Robert Cooke (Hon).
SR VET: 1. Scott Rissman (Suz); 2. Ron Brehm (Yam); 3. David Hassell (Hon).
MASTER VET: 1. Jon A. Hall (Hon).

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Speedway
September 7
Costa Mesa

calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	TT/Gardena, CA
9/22	HM/Gardena, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

Insport/Wrangler Supercross Series

9/22	San Francisco, CA
10/20	Oakland, CA
11/3	Los Angeles, CA

AMA Superbike Championship Series

9/8-9	Brainerd, MN
9/15-16*	Rosamond, CA
9/29-30	Lexington, OH
11/3-4	Daytona Beach, CA

*Pro-Am Event

AMA U.S. Championship Cup Endurance Series

10/6	Summit Point, WV
11/3	Daytona Beach, FL

WERA National Endurance Road Race Series

9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World Championship Endurance Road Race Series

9/16	Italy
9/22-23	France

World Championship MX Series

Sidecar

9/9	Spain
9/16	Italy

World Championship Trials Series

9/9	Sweden

AMA National Enduro Championship Series

9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

9/16	Millville, MN
10/14	Midland, MI

AMA Dragbike National Championship Series

9/8-9	Byron IL
9/22-23	TBA
9/29-30	St. Louis, I
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, FL

NMRA/NHRA 1984 Drag Race Schedule

9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
10/13-14**	Pomona, CA

**Pro Stock only

CMC Four-Stroke Nationals

12/2	Carlsbad, CA

SCORE Off-Road Series

9/14-16	Off Road Championship Riverside, CA
11/1-4	Baja 1000

Other Major Events Abroad

9/9	Motocross des Nations Ruskeasanta, Finland
9/16	Trophee des Nations Varberg, Sweden
9/16	Trial des Nations Myslenice, Poland
10/1-6	ISDE Assen, Holland

EVERY WEEK

Tuesday

SPEEDWAY RACING
Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkerth off-ramp. ⅛ mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/-mech. $7, spectators $5, kids 7-12 $2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

CALIFORNIA SPEEDWAY
Ventura Raceway, located at the Ventura County Fairgrounds. North on 101, off on California St., follow signs to fairgrounds. Gates open 6 pm, first race 8. Admission $6, children $2. Parking and programs $1 each. Info: 805/985-5433.

Wednesday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, $1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, CMC license req. (may purchase at track). Spectators $5.50, Jrs. $3.50, kids $1. Info 714/261-6116.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1¼ mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huevter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

BAYLANDS SPEEDWAY
Baylands Raceway Park, Fremont, CA. Hwy 17 at Durham Rd. 1/7 mi. oval. Speedway racing. Gates open 5 p.m., races 7:30. Good food, free parking, close seats. AMA sanctioned. Admission: riders $7, mechanics $7, spec $6, kids $3. Info 415/651-2545.

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from L.A./Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 p.m., prac 6, race 7. Entry: $10, $15 Pro. Info 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd. off Hwy 50. N. on Excelsior Rd. to 5305 Excelsior. All classes, 30% trophs. 100% Pro pb. Gate 5 p.m., prac 6, race 7:30. Gate $4, all entries $10. Info 916/366-7368.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. Entry $15, $20 Pros. Adm $15. Info Tom Anderson 415/671-2859 or 634-3328.

CMC/ZAP NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA.. Hwy 237 and Great America Parkway. All classes includ. 3-wheelers. 33% trophies, 120% Pro pb. Gate opens 5 pm, prac 7, race 7:45. New track and lighting. Entry $12. Info ZAP MX 415/340-8202.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

TEXAS MOTOCROSS
Ross Downs Motocross, Colleyville, TX. Between Dallas and Ft. Worth on Hwy 26. From Dallas take 635 to D-FW Airport Hwy 114, west to Hwy 26 -turn left 3 miles to Colleyville. All classes. Trophies thru 5th place. $400 comb. Ex. purse. Gates open 5:30 pm, prac 6:30, race 8. Entry $10 all riders. Admission $6 adults, $4 (6-12), under 6 free. Info 817/481-2804 (Terry D. Cordray).

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd. past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn., $25 Pro. Memb. req'd., avail. at track. 33.33% troph. Info 714/495-4771.

CALIFORNIA SHORT TRACK
Cycleland Speedway, 14 mi S. of Chico, CA at Hwy 99E and Nelson Rd. Classes: 80cc, 125 two-str/200 four-str, 250, 500cc. 20% troph, 80% semi-Pro pb. Gate opens 6pm, prac 7, race 8. Entry: spect $4, riders $9. Exp $14. No motorcycles in July, only dirt karts. Info: Lowell Moural 916/342-0063.

AMA SPEEDWAY RACING
Napa Town & Country Fairgrounds, 5757 Third St, Napa, CA. Hwy 29 to Soscol Ave to Silverado trail, free parking. Purse: $1225 or 30% of gate. Gates open 6:30pm, racing 7:30. Mother Goose Racing Ent. Info: 707/252-8772 Dennis Robinson.

TEXAS

MIKE KIDD'S SHORT TRACK/TT
Mike Kidd's Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with troph. and cash. Amateur entries $10/first class, $7/second class. Pros $12 with 100% payback. Gate open 5 p.m., prac. 7, race 8. Info 817/433-5559 or 433-5587.

TEXAS NIGHT MOTOCROSS
Corpus Christi, TX, 124 Flato Rd. Take Padre Island Dr off IH 37, left on Bear Ln. All classes, concessions. Auto circle track, mud drags, and motocross all at one time. Gate opens 6 pm, prac 7, race 8. Entry: $5 gate, $10 Am, $15 Ex. Speedway Park. Info: Robert Dickinson 512/289-2862.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd. 1¼ mi. north on right Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

MOTORCYCLE WORLD
On KEZY AM 1190. Motorcycle World with Larry Huffman. Guests such as racers and personalities from the motorcycle industry, the latest race results from around the world. From 9 to 10 pm. Info Jane Boisvert 714/545-3441.

TEXAS

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am $500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

September 5

CALIFORNIA SPEEDWAY RACING
Inland Motorcycle Speedway, San Bernardino, CA. National Orange Show Fairgrounds, 898, S. Arrowhead Ave., Orange Show Rd., exit off 215 Frwy. Doug Domokos, the Wheelie King will perform. Racing starts at 8 pm. Admission $7, child $5.50. Info 714/884-4092 or 818/446-0969 (Jean Boisvert).

September 7

CALIFORNIA SPEEDWAY RACING
Costa Mesa Speedway, Costa Mesa, CA. Between 55 Frwy and Fairview on Fair Dr., Orange County Fairgrounds. Doug Domokos, the Wheelie King, will perform. Races start at 8 pm. Info 714/492-9933 (Jane Boisvert).

September 8

IDAHO ST CHAMPIONSHIP
OMC Raceway, Boise, ID. Bogus Basin Rd to Cartwright Rd. Follow signs to track. Mini-Open classes. Entry $5 Mini, $10 Beg and Int, $15 Ex. Watch $3, $1 6-12. Info 208/888-7357 (Rick) or 208/342-7439 (Lew).

CALIFORNIA ST
CANCELLED • CALL FOR DETAILS
Sprocketts Park, [illegible]field, CA. 5 miles north on [illegible]ernon from Hwy 58. Park [illegible] foot of bluffs. All Am. classes includ. Vets. 100% Pro pb (2[illegible],500,750). 6th race of 10 Bi-weekly for state C'ship series. 1/3 mile. Gate 4 pm, prac 6, race 8. Entry $7 race, $5 watch. Bakersfield Racers Assn. Info 805/323-7877 (Bob Van Meter).

IDAHO SUPERCROSS
Mtn. Home, ID. In town, follow signs to Optimist Park. All classes. Trophs and Ex. $1000 purse. 6 pm prac, race at 7. Entry $15, $25 Ex. Mtn. Home Optimist Club. Info 208/587-3705, 587-5106.

September 9

WASHINGTON MOTOCROSS
Yakima ORV Park, 17 miles east of Yakima, WA on Hwy 24. All classes includ. ATV. 2nd race of 1984 Sun Challenge Series. 5 of 7 races to qualify. Gates open 8 am, prac 9, race 10:30. Entry $15, $20 Pro. Trailhead Promotions. Info 509/248-1472.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End of west Dimond Blvd., off of Jodphur Rd. All classes plus 3-wheelers. 33% trophs, 100% Pro pb. AMRA pts race. Gate 8 am, sign-up 9, prac 10:30, race 11:30. Entry $15 race, $3 gate. Alaska Motorcycle Racing Assoc. Info 907/333-5033 (Richard Butler).

AMA/D-37 CALIFORNIA HARE SCRAMBLES
Red Mountain, CA. Trona Rd., limed from Hwy 14 & 395. All classes, includ. ATV. 15% trophs, participant decal, top 10 O.A. certificate. Tug-O-War Sat. 6 pm. 7 person team, $7 per team plus 1 six pack beer. All money to resuce, beer to best team. Race starts Sun. 9 am. Entry $14. Viewfinders M/C. Info 213/256-8578 (Charlie Barney).

ATA CALIFORNIA TRIALS
Borona Oaks, CA. Follow 78 East Escondido thru Romona then San Rd. to markings. All classes. Spark and helmets reqd. Sign-up 9 am, start Entry $10 ATA members, $12 others. Diego Trials Riders. Info 619/275-0605 (Ken Berling)

AMA FLORIDA MX
West Palm Beach, FL. Off Beeline #710 across from Pratt Whitney. MX Park. All classes, includ. ATV. open 7:30 am, prac 8:30. Entry $7, Pro. Info 305/683-3722 (Sherry L. Dye).

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto CA. 2 miles north of town on Hwy 395. All classes. 33% Mini/Vet troph, 50% ash pb to Vet/Ex. CMC pts race. Free O/N camping. Gate 7:30 am, race 9:30. Info 619/245-7339.

IDAHO MX CHAMPIONSHIP
OMC Raceway, Boise, ID. Bogus Basin Rd to Cartwright Rd. Follow signs to track. Mini-Open classes. Entry $5 Mini, $10 Beg and Int, $15 Ex. Watch $3, $1 6-12. Info 208/888-7357 (Rick) or 208/342-7439 (Lew).

CALIFORNIA TRIALS
Donner Ski Ranch, Donner, CA. All classes. Sign-up 8:30 am -10 am, riders meeting 10:15, trial starts 10:30. Entry $8 P.I.T.S. member w/card, $9 non-memb. P.I.T.S. Info 916/753-7498 days (Steve).

TEXAS MINI BIKE NATIONAL
Swan MX, Tyler, TX. Exit I-20 at 695. Go 2 miles, turn right, 2 miles, left to track. All classes thur Auto 60-Open. Trophs, Ex. purse. Pay 2 classes Minis, 2 classes Pros. 2nd Annual Mini Bike National. Prac Sat 1 to 4 pm, prac Sun 8 am, race 9. Gate $6. Entry $20, $30 Pro, pre, $25, $35 Pro, post. Swan MX. Info 214/882-4215 (Bill Law).

CALIFORNIA DESERT TEAM RACE
Plaster City, West. Classes 125, 250, Open, Vet, Sr. Trike classes 200 & Open. Super Ex. class for both bikes and trikes. 20% finisher pins, at least one free beer for each finisher. 5th annual Notorious Dawg 3 Hour Team Race. Skill levels: Beg, Nov, Ama, Ex. No memb reqd, 2 man teams or Iron-man. Prac Sat, start 7:30 am. $15 per racer. Info 619/427-5759 (Fudpucker).

CMC CALIFORNIA MOTOCROSS
Redding, CA. East off I-5 off Rancho Rd and Airport Rd. End of Old Oregon Trail at Redding Airport. All Sptsmn classes and 3-wheelers. 100% Pro pb. New owners, new track, 9/10 mile course. Open 6:30 am, prac 8, race 9. Entry $11, $16 Pro, $4 gate. Moto-One Inc. Info 916/223-5600 (Dick James).

AMA WASHINGTON MOTOCROSS
Washougal, WA. 23 miles N.E. of Portland, OR. Take I-5 to Hwy SR 14, go east along Columbia to Hwy 140 in Washougal. Follow signs to track. All classes. 100% Pro pb., Open 7 am, prac 8, race 10. Entry $12 Am, $17 Pro. Watch $5, $3 kids 6-11, under 6 free. Info 503/248-1106 or 206/892-5441 (Bill Cantrell).

BRA SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. I-90 to Sturgis, track on South side of Interstate. All classes plus ATC. Pro pb plus money to pts fund. 33% Sptsmn trophs. BRA pts race. Pts will be awarded in all classes towards year-end C'ship trophs. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro. Non-memb. add $3. Info 605/348-8361 (Dale Friend).

CMC CALIFORNIA MX
Little Okie, Madera, CA. Hwy 99 north to Ave 12 east to Rd 29. Rd 29 to Ave 13½ east to Rd 29¼ north. At end of road. All classes plus 3-wheelers. 30% trophs, 100% Pro pb. Gate 5 pm, prac 6, race 7. Entry $5 gate, $15 Jr and Int, $20 Pro. Petty Products. Info 209/673-8080.

WASHINGTON FLAT TRACK
25 miles North of Portland, on Hwy 30 to St. Helens at Columbia County Farigrounds. Follow signs at first red light. All classes, trophs, 100% Semi-Pro pb. AMA rules. Class C tires only. Extra Pro purse during the fair. Gate 10:30 am, prac noon, race 1 pm. Entry $5, $10 Semi-Pro. Riverside Raceway. Info 503/397-6315 or 397-3909.

CRC CALIFORNIA MX
MOVED TO DE ANZA CYCLE PARK
Saddleback Park, Orange [illegible]. Frwy 55 to Chapman exit, [illegible] mi. to Santiago Canyon Rd [illegible] to county fire station, left [illegible] past fire station. All classes. [illegible] brass to Sptsmn, cash p.b. [illegible]. 2 motos. Gate 7 a.m., pr[illegible], race 9:30. Entry $12 Sptsm[illegible] 15 Pro; CRC memb. req'd. Cali[illegible] Racing Club. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Bewg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison, TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concesions, camping. Gate 7 a.m., prac 8:15, Nov. race 9, Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

CALIFORNIA GP
Carlsbad Raceway, 405 South to Palomar Airport Rd. Left 6 miles to track. All classes. 30% trophs, hole-shot prizes, long jump prizes. 45 min. races. Too Cool For School Gran Prix. Minis, Vets, 200cc prac 8 am, 500, 250, ATVs prac 12 pm. Gates open 7 am. Entry $16 mail, $20 post. Double Cross Racing. Info 714/371-6333 (Rick).

September 14

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. Gate 6 pm, prac 7, race 8. Entry $12, $15 Pro. Memb. reqd. Info 213/830-7519.

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. End of Newport 55 Frwy. Opened 6 pm- 10. Free parking, 1000s of bike parts and accessories. 10 x 10 space $20, 10 x 15 and prime space $30. Motorcycle for sale $10 each. Inter-Shows. 24 hr. info 714/495-0515.

CALIFORNIA ENDURANCE RACE
Willow Springs Raceway, Rosamond, CA. All AFM Endurance Race Teams eligible. Event starts 4 pm and ends at 8. Part of Budweiser/Kerker 100 Superbike Weekend. Entry $65 per team pre, $85 post. Info 714/682-9649.

September 15

CALIFORNIA ANTIQUE CYCLE SHOW
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CORONA RACEWAY RACE Schedule

Thurs.	Sept. 6	Ody, 3-Whlrs
Fri.	Sep. 7	Motocross
Fri.	Sep. 14	Motocross
Sun.	Sep. 16	FT ¼, ½, mi.
Thurs.	Sep. 20	Ody, 3-Whlrs

SRA Schedule
Sept 30 — CARLSBAD
(714) 828-1358

GRAN PRIX SO. CAL. DOUBLE CROSS
DOUBLE CROSS RACING
Sept. 9 — Carlsbad
Sept. 30 — Perris Raceway
Info: (714) 371-6333

CRC RACE SCHEDULE
Sept. 9 — MOTOCROSS De Anza Cycle Park
Sept. 14 — FRI. NIGHT MX Indian Dunes
Sept. 16 — MOTOCROSS Indian Dunes M/C Tire Works $2000
Sept. 23 — BANDITO G.P. Corona Raceway
(213) 830-7519

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Carlsbad Raceway — 2nd/3rd/4th Sun. ea. mo.
Saddleback Park — 1st/3rd/5th Sun. ea. mo.
Indian Dunes — 2nd/4th Sun. ea. mo.
Ascot Park — Every Wed. nite thru Oct.
Indian Dunes — 1st/3rd/5th Fri. Nite into Oct.
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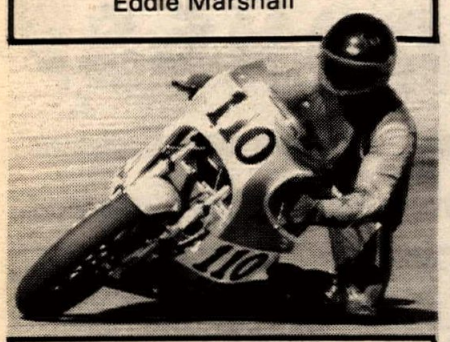

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TEXAS MOTOCROSS
2 miles north of Brownwood, TX on Hwy 279. All classes. 100% pb Ex., trophs 1st-5th. Free overnight camping, no-hookups. Gate opens 10 am, prac 11, race 1 pm. Entry $10, $20 Ex., $3 gate fee on Sunday. John W. McBeth. Info 915/646-6083.

IDAHO MX AND SWAPMEET
Springfield, ID, 20 miles west of Blackfoot. Dealers, racers and spectators may bring bikes, displays or anything to be sold. Sign-up 9 am, prac 9:30, race 10. Entry $4 gate, $12 $20 Ex. EIMA. Info 208/328-2376.

COLORADO VINTAGE GP
Steamboat Springs, CO. All motorcycles from 1900-1974 in all sizes. For more info call (505) 281-3083 (Paul Johnson).

September 15-16

MEXICO OFF-ROAD EXPEDITION
Guided Baja Adventure from Tecate, Mexico to Mike's Sky Rancho in the pines of North Central Baja. Trip includ. gas, food, lodging, guides, route sheet, insurance, chase truck and more. Ride your own pace with no hassles. Entry $150. Mail registration Adventure Treks, 26445 Sandy Cr., El Toro, CA 92630. Info 714/859-1207 (Mark Anderson).

MDRA CALIFORNIA DRAGS
On Hwy 46, 5 miles east of Hwy 99, 18 miles north of Bakersfield, CA. Classes: Youth ET thru to T/F Funny Bike, plus run what you bring grudge races. $6000 cash plus trophs. IDBA rules. ¼ mile drags. Gate open 10 am Sat, TT/qualifying noon-5 pm. Sun gates open 8 am, TT/qualifying 9-noon, race 1 pm. Entry free to $60.00 depending on class. Info 209/225-9835 (Ron Loggans).

September 16

WASHINGTON MOTOCROSS
South of Toppenish, WA. North of Wabton on Hwy 12, east side of road. Gate 8 am, prac 9, race 10:30. Entry $15, $20 Pro. 3rd race of 1984 Sun Challenge Series. 5 of 7 races to qualify. Trailhead Promotions. Info 509/248-1472.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End of west Dimond Blvd., off Jodphur Rd. All classes includ. 3-wheelers. 33% trophs, 100% Pro pb. Final AMRA pts race and the last race of the year. Gate 8 am, sign-up 9, prac 10:30, race 11:30. Entry $15 race, $3 gate. Alsaka Motorcycle Racing Assoc. Info 907/333-5033 (Richard Butler).

BRA SOUTH DAKOTA MOTOCROSS
Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourshe exit, north 2 miles to track. All classes plus ATC. Pro pb and money to pts fund. 33% sptsmn trphs. BRA pts race, pts will be awarded in all classes towards year-end C'ships. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro. Non-members add $3. Info 605/348-8361 (Dale Friend).

CRC FAMILY ENDURO
Rand, CA. Special Beg. class and ATC classes. 20% trophs and finisher pins. CRC pts. 2 loops. CRC Gully Whomper Family Enduro. 7 am start. Entry $20 mail, $23 post. Non CRC members add $5. For info 714/689-6114.

CMC MOTOCROSS
Marysville, CA. Under the E street bridge. Go over levee on Shad Rd. one block W. of Honda of Marysville. All classes includ. OT, Vet, Mini, 3-wheel. Parts in pits, food, cool clear river. Prac 7:30 am, race 9:30. Entry $15, $5 Pro plus $15 to purse. $4 watch. Info Charlie Sexton 916/695-2727 or 695-2088.

OKLAHOMA MOTOCROSS
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, $1000 Pro purse, $1000 in contingencies. 2 long motos. MC Tire Works 2000. AXO Spt. belts to each class with 10 or more riders. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $20 Pro; memb. req'd. Info 213/830-7519.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. Yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

September 21

CALIFORNIA TT STEEPLECHASE
Ascot Park, Gardena, CA. AMA Camel Pro Series Grand National C'ship. Also 12 lap Junior National. Tickets $16, $8 kids. Race day only: $14, $7 kids. Also available at Ticketron or call 213/410-1062. For more info 213/321-5323 or 323-5055.

September 22

CALIFORNIA C'SHIP HALF-MILE
Ascot Park, Gardena, CA. 26th annual AMA Camel Pro Series Grand national C'ship Half-Mile. Also 12 lap Jr. national. Advance tickets $16 adult reserved, $8 kids. Race day only Gen. Adm. $14, kids $7. For info 213/321-5323 or 323-5055.

CALIFORNIA SPEEDWAY CHAMPIONSHIP
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino (on Orange Show Fairgrounds). East on #10, north on 215, right off Orange Show Rd, left on Arrowhead Ave. 17th Annual California State C'ship. Finale to 1984 season. Skydivers and fireworks. Tickets at gate (no reserved seating) or by mail S.A.S.E. to IMS, P.O. Box 3072, Arcadia, CA 91006, before 9/19. Open 6 pm, first race 8. Admission $9, $4 ages 6-12. AMA/American Raceways. Info 818/446-0969 or 714/884-4092 (race day only). (Kay Rutherford).

CALIFORNIA TT
Sprocketts Park, Bakersfield, CA. 5 miles north on Mt. Vernon from Hwy 58. Park is at foot of bluffs. All Am classes including Pros. 100% Pro pb. Gate 4 pm, prac 6, race 8. Entry $7 race, $4 watch. Bakersfield Racers Assn. Info 805/323-7877 (Bob Van Meter).

CANCELLED CALL FOR DETAILS

September 22-23

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, 50 miles southwest of Fresno, CA. I-5 north to Lassen Ave or I-5 south to Hwy 198 then east into town of Huron. Ama classes includ Vet and OT run on Sat, Pro classes includ ATVs run on Sun. $4000 prize money per event. Series pts will be awarded. 3rd annual Trans-Cal Series 1984. Gates open 6:30 am, registration 7-8:30, prac 7:30-8:30, first race 9 am. Entry $15 pre, $20 post Ama, $30 pre, $35 post Pro. Info 714/261-6116.

September 23

CALIFORNIA OFF-ROAD NATIONALS
Tulare Fairgrounds, Tulare CA. On K St., 1 mile west of Hwy 99. 250cc Pro M/C, 250cc Pro ATC. 100% pb, trophs 1st four in main. Tech and reg. 9/22, 2 pm-10 pm, Tagus Ranch Rest on Hwy 99, Tagus off ramp. Gates open 9/23 10 am, prac 11-12:15 pm, race 1 pm. Entry $50, insurance $25. Central Calif. Associated Racers. Info 209/255-5995 or 255-3594 (Dick Bower).

AMA/D-38 DESERT HARE SCRAMBLES
Imperial County. Start/finish on the Ancient Dry Lake Bed. From San Diego take I-8 east to Imperial County desert. Use Dunaway Rd. exit north to Evan Hewes Hwy rt turn, 4-5 miles east, turn left on Huff Rd. North to Wheeler Rd., make a left turn and follow the arrows. Beg, Nov, Am, Ex, 125, 250, Open, Vet, Sr bike classes. Beg, Nov, Ex, 200, Open trike classes. 20% trophs. 1 free beer to each finisher. Finisher surprises. 4 times around a 20-25 mile loop with spectator viewing from the pits. D-38 pts event. Prac Sat, race Sun at 8 am. Entry $15 per racer. No memb. reqd. Info 619/427-5759 (Fudpucker).

ISDE IDAHO ENDURO
Idaho City, ID, downtown. All classes. 10% Gold, 30% Silver, Bronze medals to all finishers. 100 mile course, 50 miles for Minis, Sptsmn and Women. Sign up and impound 2 - 8 pm Sat, 7-8:30 am Sun. Entry $20 pre before 9/15, $25 post. Info 208/344-0513 (Ron Fannina).

IDAHO MX CHAMPIONSHIP
OMC Raceway, Boise, ID. Bougs Basin Rd. to Cartwright Rd. Follow signs to track. Mini-Open classes. Entry $5 Mini, $10 Beg and Int, $15 Ex. Watch $3, $1 6-12. Info 208/377-0409 (Don).

CMC CALIFORNIA MX
Laguna Seca Recreation Area, between Salinas and Monterey, CA on Hwy 68. Classes: Mini, 125, 250, Open, Vet. Gates open 7 am, prac 8:30, race 10. Admission $4, $2 kids. Entry $15 plus $5 gate fee. Monterey Bay Rams. Info 408/394-8225.

AMA/D-37 CALIFORNIA H&H
Searles Station, north of Johnaasburg, CA on Hwy 395. Marked by lime and signs. All desert classes includ. ATV. Trophs, finisher pins, club troph. 9 am timed start, draw at sign-up for starting position and time. Entry $16. Shamrock M/C. Info 213/464-5511 or 213/654-3563.

CRC BANDIO GRAN PRIX
Indian Dunes Cycle Park, Valencia, CA. All classes. GP and ATV pts, trophs, super finisher pins. Parade lap at 8 am, race start at 8:30. All new GP track. Entry $16 mail, $20 post. 1985 pb. available. Info 213/830-7519.

MOVED TO CORONA RACEWAY

September 28

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. Gate 6 pm, prac 7, race 8. Entry $12, $15 Pro. Memb. reqd. Info 213/830-7519.

September 29

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Monterey, CA. Call classes includ. 3-wheel/Ody. 75% pb to Ex. Silencers reqd. No pit riding. Gate open 4 pm, sign-ups 4, prac 5, race 6. Pit pass $7, watch $6, under 10 $3. Info 408/449-7367 (Jack Barton).

September 29-30

CALIFORNIA HOG RALLY
Sacramento Raceway, Sacramento, CA. Hwy 50 east from Sacramento towards lake Tahoe exit. Howe Ave. south go ½ mile, turn lft on Folsom. Right on Jackson Hwy., lft on Excelsior. Open Gas and Alky Dragsters -Pro Stock. 2 Harleys, 13 trophy classes, street bike. Gates open 9 am each day. Entry $10 per day. Miles Anderson Prod., Texas Scooter & Times. Info 916/989-0324 (Miles Anderson).

CRC CALIFORNIA MX

Riverfront Park, Marysville, CA. Park entrance on 1st Street between "E" and "F", downtown Marysville. All classes. Prac 7:30 am, race 9:30. Parts in pits, flush toilets, food, cool clear river. Entry $10 3-wheel, $15 Sptsmn, $5 plus $15 purse for Pro. Info 916/695-2727 (Charlie Sexton) or 695-2088 (Mile Emery).

CMC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. Ama classes includ Vet and OT run on Sat, Pro classes includ. ATV run on Sun. $4000 in prize money per event. Series pts will be awarded. Gates open 6:30 am, registration 7-8:30 am, prac 7:30-8:30, first race 9. Entry $15 pre, $20 post Ama, $30 Pre, $35 post, Pro. Info 714/261-6116.

September 30

CALIFORNIA TT
Lodi Cycle Bowl, Lodi, CA. 250cc and 500cc Pro-Am classes. $600 purse. Gates open 9 am, sign-up 9:30-10:30, prac 10, races start 11. Entry $15 Pro-Am riders, $10 Sptsmn riders, $4 watch, $10 pit pass, under 10 free. Pro-Am cards available at track $40. Sptsmn, 3-wheeler class 0-110, 111-249, 250 up. Also Vet class. Cycle Bowl Production. Info 209/368-7182 or 931-3722.

AMA/D-37 CALIFORNIA GP
Perris Raceway, Perris, CA. All classes includ. ATV and Odys. 100% tropsh to Minis, 30% trophs to Sptsmn, contingencies. D-37 pts. Parade laps starat 7:45, races start 8:15 am. Entry $16 mail, $20 post. Info 714/371-6333.

CALIFORNIA OBSERVED TRIALS
Spillway Park, Santa Maria, CA. US 101 and Broadway. All classes, trophs and finisher ribbons. Helmets reqd, free camp. Sign-up 9 am, start 9:30. $4 land use, $10 entry. Lompoc Trials Club. Info 805/735-4503 (Lloyd Reeves).

AMA WASHINGTON MX
Washougal MX Track. 23 miles N.E. of Portland, OR. Take I-5 to Hwy SR 14, go east along Columbia to Hwy 140 in Washougal, follow signs to track. All classes, 30% trophs, 100% Pro pb. Admission $5, 6-11 $3, under 6 free. Open 7 am, prac 8, race 10. Entry $12, $17 Pro. Northwest MX Enter. Info 503/248-1106 or 206/892-5441.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off rancho Rd., and Airport Rd. End of Old Oregon Trail at Redding Airport. All Sptsmn and 3-wheelers classes. Minis, Pro trophs, 100% Pro pb. Open 6:30 am, prac 8, race 9. Entry $11, $16 Pro, $4 gate. 6-12 $1. Info 916/223-5600.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. All classes. 33% Mini/vet trophs, 50% cash pb to Vet/Ex. CMC pts. No memb. reqd. Free O/N parking. Gate 7:30 am, race 9:30. Info 619/245-7339.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th, $1005 Ex purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec. hookup, gate open all night. Straight-thru program, prac 9:30 a.m., race 11. Entry gate $5, Ama. $10, Ex $20. Info Bill Law 214/882-4215.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy., Phoenix, AZ. All classes, 33% Sptsmn troph. 100% Ex. p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station. All classes 30% troph. Gate 7:30 a.m. sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10. Int/Ex race 1 p.m. Entry $8 Sptsmn., $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

October 6

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Monterey, CA. All classes includ. 3-wheel/Ody. 75% pb to Ex. Silencers reqd. No pit riding. Gates and sign-up 4 pm, prac 5, race 6. Pit pass $7, watch $6, under 10 $3. Info 408/449-7367 (Jack Barton).

CALIFORNIA GRAND NATIONAL
Cal Exp State Fariground, Sacramento, CA. Carmichael Honda Fall Classic. AMA Camel Pro Series Grand National C'ship Sacramento Mile. Advance tickets $25 Turf Club, $17.50 box seats, $15 reserved, grand stand $10 general admission on sale at Box Office race night only. Howe Ave Box Office, 925 Howe Ave., Sacramento, CA. Info 916/929-5600.

UNITED STATES NATIONAL SPEEDWAY CHAMPIONSHIP
Orange County Fairgrounds, Costa Mesa, CA. Gate opens 6:30 pm, first race 8 pm. Adults $12, children under 12 $6. Tickets available through Ticketron, at the gate the night of the event or through International Speedway, P.O. Box 3334, San Clemente, CA 92672. Info 714/492-9933.

CALIFORNIA SHORT TRACK
Sprocketts Park, Bakersfield, CA. 5 miles north on Mt. Vernon from Hwy 58. Park is at foot of bluffs. All Ama classes includ. Vets. 100% Pro pb (250, 500, 750). 8th race of 10 bi-weekly for state C'ship series. 1/3 mile. Gate 4 pm, prac 6, race 8. Entry $7 race, $5 watch. Bakersfield Racers Assn. Info 805/323-7877 (Bob Van Meter).

CALIFORNIA ANTIQUE M/C SHOW
La Habra Fashion Square; La Habra, CA. Show judging, fieldmeet and swapmeet, one day, all day, starts 8 am. Banquet at Stox II Resturant starts 8 pm. Swap spaces avail. $20. $25 if post. Info 213/944-2466 (evenings).

October 6-7

CMC CALIFORNIA MOTOCROSS
Hollister Park, Hollister, CA. Ama classes includ. Vet and OT run on Sat. Pro classes includ ATVs run on Sun. $4000 prize money per event. Series pts will be awarded. 3rd annual Trans-Cal Series 1984. Gates open 6:30 am, registration 7-8:30, prac 7:30-8:30, first race 9. Entry $15 pre, $20 post Ama, $30 pre, $35 post, Pro. Info 714/261-6116.

October 7

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right at county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/ 261-6116.

IDAHO MOTOCROSS
OMC Raceway, Boise, ID. Bogus Basin Rd to Cartwright Rd. Follow signs to track. Mini-Open classes. Entry $5 Mini, $10 Beg and Int, $15 Ex. Watch $3, $1 6-12. Info 208/888-7357 (Rick) or 208/342-7439 (Lew).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA I-15 to Hwy 126. All classes. Brass for Sptsmn., cash for Pros. Two long motos. Gate 7 a.m., prac. 8, race 9:30. Entry: $12 Sptsmn., $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa international Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

CALIFORNIA SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 250cc, 500cc Pro-Am class, Vet class, Sptsmn class, 3-wheelers 0-110, 111-249, 250 up. $1000 purse. Gates open 9 am, sign-up 9:30-10:30, prac 10, races start 11. Entry $15 Pro-Am riders, $10 Sptsmn riders. $10 Pit passes. $4 spect., child under 12 free. Info 209/368-7182 or 931-3722.

BRA SOUTH DAKOTA MOTOCROSS
Spearfish Raceway, Spearfish, SD. Take I-90 to Belle Fourche exit in Spearfish, 1 mile north to track on west of Hwy. All classes plus ATC. Pro pb plus money to pts fund. 33% Stpsmn trophies. BRA pts race, pts to be awarded in all classes towards year-end championship. Trophs and pts fund money. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro, non-memb. add $3. Info 605/348-8361 (Dale Friend).

ADRA ATV RACES
Location to be announced. Over 50 classes of motorcycles, 3-wheelers and Ody. Watch for further info or call Arizona Desert Racing Association. 602/252-1900.

AMA/D-37 CALIFORNIA ENDURO
Rand area, Rand, CA. All classes. Drawing 9/27 at Me-N-Ed's Pizza, 16532 Beach Blvd, Huntington Beach, CA. Entries at drawing are post, will be $3 extra. Entry $18, 3-man teams add $3. 5th Annual Training Wheels Enduro. Info 714/963-5550 or 213/374-5759.

October 12

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. Gate 6 pm, prac 7, race 8. Entry $12, $15 Pro. Memb. reqd. Info 213/830-7519.

October 13

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Monterey, CA. All classes includ. 3-wheel/Ody. 75% pb to Ex. Silencers reqd. No pit riding. Gates and sign-up 4 pm, prac 5, race 6. Pit pass $7, watch $6, under 10 $3. Info 408/449-7367 (Jack Barton).

CMC CALIFORNIA SUPERCROSS
Orange Show Fairgrounds, off I-215 in San Bernardino, CA. Use Orange Show Road exit. All 3 Pro classes. $9000 purse, $3000 to each class. Any Pro may compete in more than one class. Registration 1-3 pm, prac 3-4:30, qualifying 5-7 pm, program begins 8 pm. Entry $35. Pre entry only. All entries must be received by CMC no later than 9/28. Info 714/261-6116.

October 14

CMC CALIFORNIA SUPERCROSS
Orange Show Fairgrounds, off I-215 in san Bernardion, CA. Use Orange Show Road exit. All Ama includ Vet, OT and Sptsmn. Gates 6:30 am, registration 7-8:30, prac 7:30-8:30, race 9. Entry $20 pre, $25 post. 3rd Annual Trans Cal Series 1984. Info 714/261-6116.

BRA CHAMPIONSHIP FINAL
Location to be announced from rider voting. All classes plus ATC. Pro pb plus money to pts fund. 33% Sptsmn trophy. BRA dbl pts race, dbl pts to be awarded in all classes towards BRA C'ship and Pro pts fund money. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro. Non membs. add $3. Info 605/348-8361 (Dale Friend).

CALIFORNIA EURO HARE SCRAMBLES
Hollister Hills, Upper ranch O.R.V. Park, Hollister, CA. Classes 125, 250, Open, PP, OT, Vets, 200 Nov. Results and trophs the same day. Sign-up 7:30 am - 2 pm Sunday. First race 9 am. Entry $20. Los Gatos M/C. Info 408/943-9070.

CRC FAMILY ENDURO
Rasor, north of Barstow, CA. All classes includ ATVs. 20% trophs. Special Beginner class, 1 loop, no memb. reqd, no trophs. Entry $15 mail, $18 post. ATVs entry $20 mail, $23 post. Regular entry $20 mail, $23 post. This is a REAL family enduro. Course will be easy but interesting with emphasis on time keeping. It will be well marked with no bottle necks, impossible speeds or obstacles. Info 714/689-6114.

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AMA Camel Pro Mile
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Colorado 500
Motorcycle Run
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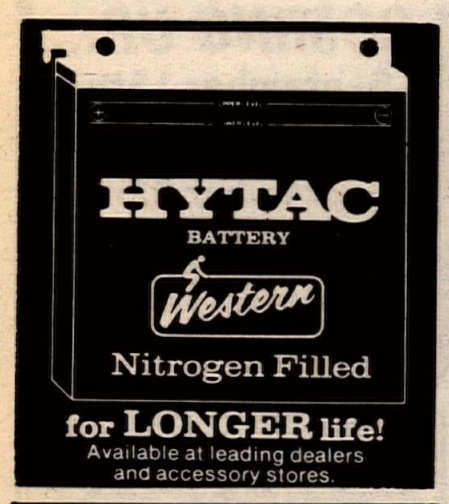

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CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 1 mi. to Santiago Canyon Rd., left to county fire station, left on east fire station. All classes. 30% brass to Sptsmn, cash p.b. Plus. 2 motos. Gate 7 a.m., prac 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Bewg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4769.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison, TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concesions, camping. Gate 7 a.m., prac 8:15, Nov. race 9, Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

MOVED TO CORONA RACEWAY

ROAD RUNS

September 9

CALIFORNIA POKER RUN
Accessories Unlimited, 26057 Bouquet Cyn. Rd., Saugus, CA. Trophs for high and low poker hands. Club participation award. 50/50 and prizes, coffee and donuts at start. Sign-up 7:30-9 am. Entry $7, $1 discount D-37 members. Shamrock Road Riders. Info: 805/259-4732.

AMA/D-36 STREET POKER RUN
Kings Plaza Shopping Center, 1601 41st Ave, Capitola, CA. Next to Tiny's Resturant. All classes. Gift certificates, contingencies. Befefit for Charlie Halcomb ISDE Fund. Pre entry before Sept. 3rd. Entries at local shops. Start 9-11 am. Pre entry $10, includes BBQ chicken. Post entry $12. Ridge Runners M/C. Info 408/475-3619 days, 476-1987 eves.

September 15

COLORADO ROAD RACE
Steamboat Springs, CO. AMA vintage classes. Rules have been expanded to include 250cc, Pre 1950, Pre WWII and Street and GP 750 classes. $1500 purse. Tech. inspect. 7 am, prac 9, race noon. Entry $20 first, $10 second, etc. For tech and eligibility requirements call Bob Barker, 904/375-6590 eves. For additional info 303/449-9357.

September 16

COLORADO ROAD RACE
Steamboat, Spring, CO. Production, Superbike, GP classes. $3000 cash purse. Run through the city streets at the base of Mt. Werner Ski Slopes. 1.7 mile course. Tech. inspect. 7 am, prac 9, races noon. Entry $20 first, $10 second, third, $5 fourth, etc. Kawasaki/Mountain Road Racing Assn. AMA sanctioned. Info 303/449-9357 (J.S. Day).

September 23

ARIZONA ROAD RACE
Phoenix, AZ. Phoenix International Raceway. 115th Ave and Baselin ne Rd. Follow 115th Avenue south from Buckeye Rd. All classes. Trophs for all classes. Will accept any current road racing license instead of new rider school. New riders school starts at 7:30 am. Gates open at 6:30 am, prac 9, race 1. Entry $15 memb, $15 new riders shcool, $30 first class, $15 addl. class. Phoenix Road Racing Organization. Info 602/973-2185 eves, or 247-5542 days.

OREGON ROAD RACE
Portland International Raceway, Portland, OR. West Delta Park exit off Interstate 5 in North Portland. Classes Formula 1 and Formula 2 money pb, all others trophs. CAN-AM Series. Gates open 7 am, prac 9, race 11. Entry $25 for money pb, $20 first trophy race, $15/$10 all others. Oregon M/C Roadracing Assn. Info 503/649-0180 or 245-1377.

October 7

ARIZONA ROAD RACE
Phoenix, AZ. Firebird International Raceway, 10 miles south of Phoenix on I-10 exit on Maricopa Rd. west. A,B,C,D stk prod and Superstreet Formula 1 & 2, vintage classes. Trophs for all classes. Will accept any current road racing license instead of new riders school or club memb. New riders school starts at 7:30 am, gate opens 6:30 am, prac 9, race 1 pm. Entry $15 new riders school, $30 first class, $15 add. class. $15 memb. Phoenix Road Racing Organization. Info 602/247-5542 days or 973-2185 eves.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code) _____

RESULTS

Points Standings D-37 Enduro June 17, 1984

WOMENS	
Dana Bell	500
Shauna Hopkins	450
Candy Hand	260
Jerilynn Poznoff	225
Anne L. Crawshaw	150
200	
Garner Palenske	910
Todd Johnson	850
Jerry D. Bailey	730
Ron Reinholdson	680
William E. Cooke	510
John E. Jacobsen	410
Dale Samford	400
Kenny Kemp	385
Glenn Warner	375
250	
Grant A. Palenske	880
Scott Sampson	780
Randy Kemp	750
Mike Garrett	720
Steven M. Fry	630
Kent B. Perkins	620
Robert Burtis	615
Jamie Litton	590
Tim Crowder	540
Clyde Litton	510
Russ Jones	420
John McCormick	410
Jim Tripp	350
Don Lewis Jr.	340
Kurt Butler	320
Stan Potter	310
Tim Moore	90
Steve Jensen	270
Karel Kramer	270
Chris Stapleton	240
4-STROKE	
Todd M. Cornish	840
Michael Haney	770
Gordon Hopkins	600
Vernon Gabbert	570
Tom Getzfrid	550
Byron Jenson	490
John Pomo	480
Jim Townsend	410
Eric Nicholson	285
Randy Schwalenbers	270
Lee Johnson	255
Dyno Dan Clark	220
Douglas McIntyre	220
Dirk R. Vandenberg	200
Richard E. Marcotte	180
Roger Hurd	175
John Ferro	175
John W. Barnett	165
Bill Rogers	165
Tim Elliot	165
OPEN	
Greg Newland	850
Robb Mesecher	790
Roger G. Toubeaux	770
Rick Daniel	650
Ken Markling	650
David Keith	480
Rick Arnold	430
David Babroff	415
Randy Daugherty	410
Sam Bell	395
Ben Stark	360
Mike Wokal	350
Mike Bouvy	335
Steve Peters	248
James L. Janzen	240
Dan Worley	235
Lindsey Pickens	220
Phil Vanwey	219
James Bortree	215
David Sweeney	199
SR	
Ron Fry	910
Don McNamee	740
Bill Hutton	720
Joel T. Parker	690
Harry Keast	670
Morris Norman	610
Donald H. Litton	530
Bill Fullmer Sr.	500
Harold Holsted	475
Ross Termin	460
Gerald Savelle	460
Dennis L. Tooman	400
Bud Goosen	390
Ed Mazenko	380
Norman Wykoff	365
Dennis M. Scammell	330
Gerry Urban	310
Art Jensen	295
Bill Greene	280
Bill Adams	280

Midyear Standings D-37 Desert By Wes Anderson Jr.

HVYWT	
Chuck Stearns	1715
Steve Zollinger	1650
Chuck Pettigrew	1645
Dan Smith	1600
Ken Oviatt	1270
Dan Ashcraft	1230
Mike Alexander	1190
Ron Shuler	1130
Geo. Scott Jr.	965
Roger McCabe	940
Craig Rimlinger	875
Phil Cloward	870
Jack Trotter	870
Randy Morales	850
Rick Guertin	845
Brett Gailey	830
Michael Sipe	799
Don Cowgill	795
Brent Johnson	785
Timothy Welchers	740
Robert Wethern	718
Tim Johnson	625
Mike Johnson	617
Thomas Willis	590
Kenny Parry	580
Steven Liebzeit	570
Mike Mulconery	565
Mike Holmes	550
Alfred Cunningham	550
Kevin Hopkins	545
Chris Crandall	540
Cory Bonham	540
Ted Hunnicutt	530
Kenny Upp	480
Chuck Miller	470
Lewis Wright	452
Russ Warne	440
Doug Clark	415
Jodie Partain	410
Bob Bauman	400
Verlin VanZee	400
Joseph Jesseph	380
John Reed	380
Tony Perry	375
Doug Broaddus	370
John Karell	360
Mike Ryan	350
Cory Timms	340
Mike Boling	330
D. Wayne Nuse	315
VET HVYWT	
Bill Saltzman	2220
Darryl Ellis	2150
Steve Thompson	1340
Chuck Wahl	1160
Bob Adams	1080
Ron Nelson	1060
Gary Ames	910
Richard Brownell	865
Mike Martin	850
Jim Farrand	845
Keith Tennis	820
Robert Johnson	795
Glenn Lyles	795
Clifton Woods	720
Jeffrey Vaught	620
Jim Shuttleworth	605
David Burson	560
Marty Pollard	540
John Thompson	515
Ernie Mnsain	510
Steve Martin	500
Ed Segler	500
Ken Bunting	490
Jim Robinson	480
Richard Patterson	480
Richard Jackson	470
Fred Biscoe	450
Steven Cameron	420
Tim Saueressig	420
Jan Morrison	390
Steve Downing	390
Charles Carson	385
Lewis Wright	380
Mark Romp	370
Mike Mulconery	370
David Potts	365
Andy Rocco	360
Don Shepherd	355
Don Bauman	345
James Hammons	343
Mike Condit	340
Rod Wheeler	340
Steve Ballmer	310
Edwin Thomas	305
Gary May	305
Bruce McDonald	305
John Flynn	300
Paul Ondas	290
Mike Crowe	280
Hank San Miguel	275
WOMEN	
Diane Holeman	2700
Lori Farmer	2170
Vicki Scott	2030
Joanna Brownell	1670
Debbie Hopkins	620
Denise DeVines	580
Cindy Goodman	512
Sandy Robbins	490
Jody Bryan	488
Chris Sain	328
Lorni Vincent	320
Patricia Brush	300
Cindy McCown	290
Linda Smart	240
Toni Marcdante	176

A.M.R.A. Motocross Kincaid Park Anchorage, AK July 15, 1984 By M.R. Edge

80 NOV	
Scott Stafford	Kaw
Chris Steward	Yam
Scott Williams	Kaw
80 EX	
Bruce Williams	Kaw
Kelly Styles	Kaw
Robb Butler	Kaw
105	
Bruce Williams	Kaw
Robb Butler	Kaw
Victor Sheldon	Kaw
125 NOV	
Donny Russell	KTM
Jim Rhode	Suz
Tony Weber	Hon
125 EX	
Kevin Schaub	Hon
Joe Good	Kaw
Kelly Butler	Kaw
250 NOV	
Larry Simmons	Hon
Jim Brown	Suz
Garett Gietzen	Yam
250 EX	
Kevin Schaub	Hon
Jim McClain	Kaw
John Foote	Yam
500 NOV	
Dale Hirsch	KTM
Mark Fulbright	Mai
Mike Johns	Hon
500 EX	
Jeff Roskelley	Kaw
Bruce Stingley	Hon
Rich Walton	Yam
VET	
Ron Soule	KTM
Robert McNabb	Mai
Chris Nichols	Suz
PRO	
Kelly Butler	Kaw
Joe Good	Kaw
Jeff Roskelley	Kaw

Alaska State MX Championship Series — Round 3 Soldotha Airport Raceway Soldotha, AK. July 21-22, 1984 By M.R. Edge

JULY 21-SAT.	
80 NOV	
Vernon Johnson	Kaw
Rick Kantola	Kaw
Scott Stafford	Kaw
80 EX	
Andy Workman	Kaw
Bruce Williams	Kaw
Kirk Schaub	Kaw
105	
Bruce Williams	Kaw
Jason Anderson	Kaw
Jason McDonald	Kaw
125 NOV	
David Cook	Kaw
Tad Ohtake	Hon
Roger Neth	Kaw
125 INT	
Andy Workman	Kaw
Roger Hemmsberger	Hon
Donny Russell	KTM
125 EX	
Erik Munson	Yam
Kelly Butler	Kaw
Kevin Schaub	Hon
250 NOV	
Francis Good	Kaw
Edwin Sims	KTM
Larry Simmons	Hon
250 EX	
Scott Davis	Yam
Erik Munson	Yam
Jeff Roskelley	Kaw
500 NOV	
Robert Marshall	Hon
Ted Stern	Hus
Robin Brackett	KTM
500 EX	
Jeff Roskelley	Kaw
Louis Mass	KTM
Brad Bomhoff	Hon
VET	
Ron Soule	KTM
Dale Hirsch	KTM
Barry Atkinson	Hon
JULY 22 - SUN	
80 NOV	
Rick Kantola	Kaw
Vernon Johnson	Kaw
Chris Steward	Yam
80 EX	
Kirk Schaub	Kaw
Kelly Styles	Kaw
Andy Workman	Kaw
105	
Jason Andersn	Kaw
Bruce Williams	Kaw
Jason McDonald	Kaw
125 NOV	
Roger Neth	Kaw
David Cook	Kaw
Darren Rupe	Kaw
125 INT	
Kirk Schaub	Kaw
Andy Workman	Kaw
Roger Heemsberger	Hon
125 EX	
Kelly Butler	Kaw
Erik Munson	Yam
Jeff Wells	Hon
250 NOV	
Francis Good	Kaw
Edwin Sims	KTM
Larry Simmons	Hon
250 EX	
Scott Davis	Yam
Kevin Schaub	Hon
Erik Munson	Yam
500 NOV	
Robert Marshall	Hon
Robin Brackett	KTM
Ted Stern	Hus
500 EX	
Jeff Roskelley	Kaw
Bruce Stingley	Hon
Brad Bomhoff	Hon
VET	
Ron Soule	KTM
Dale Hirsch	Hus
Barry Atkinson	Hon

Point Standings D-36 Cross Country

EX	
Scott Davis	29
Gary Vanderpool	27
Bob Hurst	6
Pete Bierworth	6
Greg Hubbs	5
Michael Loer	5
Paul Bostrom	4
Eddie Egyed	4
Bruce MacArthur	4
OT EX	
John Fraser	24
Curt McMahon	24
Richard Carlson	11
Eric Hodel	8
Doug McCaleb	7
Wylie Wilson	7
Russ Fay	6
Phil Frisbie	4
D. Fielding	4
Don Whitehorn	4

Observed Trials Brokaw/Vanderbeek Cup Aug. 5, 1984 Gordon Gulch, CO

BEG	
Ron Erickson	12
Candi Sweetser	30
SR A	
Guy Bodin	2
Ed Manniko	31
Dave Hersperger	35
NOV	
Mike Sweetser	11
Mike Rentfrow	21
Steve Fuchs	25
P.J. Paszke	26
Mike Heil	29
Art Wyatt	32
Greg Wuorenmaa	37
Kim Wofford	42
Mike McNivin	48
Gary Norrod	56
INT	
Rich Winkelblech	10
Rich Wyczawski	13
Larry Lippert	15
John Heil	16
Cully Fryer	17

Motocross Ross Downs Colleyville, TX Aug. 17, 1984 By Terry Cordray

MICRO MINI	
Willy Bowden	Kaw
Heath Kirkland	Kaw
Jeff Ashby	Kaw
Shaun Lay	Kaw
MINI BEG	
Kelly Ehmke	
Kris Carr	Yam
Del Scruggs	Kaw
Tracy Nowell	Yam
Brian Fisher	Yam
MINI JR	
Jeff Ashby	Kaw
Heath Kirkland	Kaw
Willie Bowden	Kaw
MINI SR	
John Forames	Kaw
Travis Motley	Hon
Roy Schellenberger	Yam
Chris Niles	Yam
125 BEG A	
Ray Toney	Hon
James Trammell	Hon
Brad Faulkner	Yam
James Bradford	Hon
Michael Baker	Hon
125 BEG B	
Mark Scherer	Suz
John Jones	Suz
Randall Manuel	Hon
Clay Martin	KTM
John Davis	Yam
125 NOV	
Darrell Heine	Kaw
Billy Jones	Hon
Wes Ketner	Hon
Kevin Hough	Kaw
ScottSchambacher	Yam
250 BEG	
Gary Fox	Hon
Andy Thomas	Hon
Bruce Geer	Yam
Gage Prichard	Yam
Tim Anders	Cag
COMB INT	
David Barnhill	Yam
Eddie Jones	Hon
John Fricke	Yam
250 NOV	
Dennis McCoy	Yam
Keith Mundie	Kaw
John Miller	Hon
Jim Boswell	Hon
Tom Eller	Yam
OVER 30	
Jeff Kring	Hus
David Folmar	Yam
Darcy Brasel	Yam
Tom Eller	Yam
James Gibbs	KTM
OPEN NOV	
Dany Puyear	Hon
Kirk Hulslander	M-S
Jimmy Jacobsen	Hon
Jeff Douglas	Mai
Jeff Jenkins	Yam
D-FW TRAILBLAZERS	
Jeff Kring	Hus
James Gibbs	KTM
George Owen	Hon
Larry Upchurch	KTM
Barry Franklin	Hus
COMB EX	
Roger Schellenberger	Yam
Tim Butler	Hon
Dean Lane	KTM
John Kindhart	KTM
David Jones	Kaw

Motocross Ross Downs Colleyville, TX Aug. 10, 1984 By Terry Cordray

MICRO MINI	
Jeff Ashby	Kaw
Heath Kirkland	Kaw
Eddie Dickerson	Kaw
MINI BEG A	
Kelly Ehmke	Yam
Del Scruggs	Kaw
Tracy Nowell	Yam
Kris Carr	Yam
Steve Hunter	Kaw
MINI BEG B	
Robin Dearing	Kaw
Chris Samples	Kaw
Shane Thompson	Kaw
Cory Witt	Kaw
Brian Fisher	Yam
MINI JR	
Jeff Ashby	Kaw
Heath Kirkland	Yam
Mike Bryant	Hon
MINI SR	
Roy Schellenberger	Yam
Travis Motley	Hon
Andy Gooden	Kaw
Greg Denison	Hon
OVER 30	
Cody Williams	Yam
Tom Eller	Yam
David Folmar	Yam
Charles Eller	Yam
Joe Koury	Hon
125 BEG A	
James Trammell	Hon
Jim Ballard	Yam
Johnny Hunter	Kaw
Steve Smith	KTM
John Jones	Suz
125 BEG B	
Greg Denison	Hon
Ricky Thompson	Hon
Mark Scherer	Suz
Buzz Bass	Kaw
Brian Lilly	Hon
Bubba Long	Yam
Mitch Ford	Hon
Kevin Hough	Kaw
Todd Defoe	Hon
Bobby Mori	Hon
250 BEG	
Robbie Mayse	Hon
Jim Boswell	Hon
Jeff Smith	Yam
Tracy Anders	Yam
Lyle Seals	Hon
250 NOV	
John Miller	Hon
Tom Eller	Yam
Danny Wolf	Kaw
Terry Mason	Suz
OPEN NOV	
John Miller	Yam
Kirk Hulslander	M-S
Steve Maiden	Hon
Dan Puyear	Hon
John Nienkamp	Hon
COMB EX	
John Kindhart	KTM
Roger Schellenberger	Yam
Tim Butler	Hon
Dean Lane	KTM
Mark Lamb	Hon

1984 AMA Region 5 Enduro Championship Point Standings

200	
Steve Shoemaker	55
Don Hoagland	48
Dave LaFaille	43
Brian Summers	36
Mitch Lenz	30
Peter Prichard	30
250	
John Nielsen	116
Ron Clizbe	60
Wayne Keezer	55
Dan Neilson	46
Bob Terwilliger	39
Bill Dart	38
Brett Cary	37
Ken Nickerson	37
Taz Harvey	34
Duke Lambert	33
OPEN	
Lyne Duronso	77
Brian Beatie	55
Pat Farrell	46
Craig Fator	40
Steve Church	39
Brad Seder	36
Al Cleaveland	35
Jim Walsh	34
Rick Adan	31
Jim Bowman Jr.	30
SR	
Gene Brown	63
Walter Peterson	51
Raoul Chartier	46
Frank Showers	39
David King	30
Dan Baker	30
Kenneth Beard	30
Ken Villines	30
Robert Rogstad	25
Jerry Kramer	25
Jack Burgoyne	25
SUPER SR	
Don Matheson	30
Dale Swanson	30
Gene Brown	30
WOMEN	
Kelly Motley	30
Tami Pierson	30
Barbara Mihouich	30
Kathy Tuma	25

California Racing Club Point Standings CRC IRC Series Aug. 12, 1984

PEE WEE	
Jeff Willoh	40
Robby Hammond	40
Steven Wright	35
60 NOV	
Jeff Willoh	69
Ben Phalen	36
David Ochoa	27
60 EX	
Dana Wiggins	70
Wesley Klein	21
Joel Tokarsky	6
80 BEG	
Austin Anderson	81
Charlie Burgess	62
Jeremy Albrecht	40
Jacob Swain	37
Greg Wine	34
80 NOV	
Mark Capone	63
Mike Loftus	52
Jason McFarland	51
Pat Weide	43
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Mike Young	91
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Robby Gordon	16
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Bill Dennis	53
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Jay Hattabaugh	24
Kevin Sexton	12
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Scott Rissman	78
John Tartaglia	51
Bob Watson	50
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Marino Bastionell	56
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Eddie Wright	27
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Mike Fowler	77
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David Blomgren	57
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Jeff Clausen	34
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500 INT	
Scott Yenzer	92
Robert Tippit	42
Ruben Falcon	34
Duane Quale	28
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TROPHY PICKUP

Vikings M/C Easter race trophies will be available at the Jack Rabbit's European Scrambles August 25/26 or next two desert events. (134/36)

Daisy Dual Euro Scrambles trophies available. Please call (619) 245-2536 after 9-5-84 to make arrangements.

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Attention Shop Managers!
Meticulous Honda-certified 12-year veteran is tired of working for turkeys! Experienced all phases of Honda bikes, power equipment, outboard service. Looking to work with small professional shop that specializes in above-24-hour answering service. (619) 281-2811.(333/36)

Motorcycle Salesperson
Experienced preferred. Medium-sized shop in Newhall. Call Dick at (805) 259-8500. (234/36)

Husqvarna Technical Service
Husqvarna Motorcycle Co., Inc. has an opening in our technical service department at San Diego headquarters. Responsibilities include communication with customers and dealers, preparation of motorcycles, and assistance wtih service schools, warranty, road tests, etc. Candidate should possess good mechanical background and strong communicaton skills. Husqvarna product knowledge a plus. For consideration please submit resume and salary history in confidence to: HUSQVARNA MOTORCYCLE CO., INC., 4925 Mercury St., San Diego, CA 92111. Attn: Technical Service. (234/35NWX)

Mechanic Wanted All Brands
Experienced with tools, wanted immediately, great position open to experienced motorcycle mechanic with growing multi-brand independent dealership in Sunny Mission Viejo. Motorcycle City USA. (714) 495-3352. (223/TFN)

★★ Partsmanager ★★
Permanent position open to an aggressive self starter with proven record of management and parts/accessory sales. San Bernardino Yamaha-Harley-Davidson Dealer. Mr. Wix (714) 884-6464. (226/TFN)

Wanted: Honda Mechanic
With at least five years experience and with own tools. Call Ken (213) 391-6217. (234/36)

Wanted: Enduro Promoter
And lay-out personnel. If interested mail resume or name address and phone number to CYCLE NEWS, Dept. EP, P.O. Box 498, Long Beach, CA 90801-0498. (234/TFN)

Experienced Honda Mechanic
At least five years experience in Honda dealership. Permanent year around position. Paid profit sharing, paid hospitalization, paid uniforms, paid holidays, paid vacations. Call WHITTIER HONDA, ask for Jim Bowling (213) 698-0065. (232/35)

Instructors Needed
MOTORCYCLE MECHANICS INSTITUTE is now accepting applications for instructors. Must has three years minimum experience in M/C shop and desire to teach vocational school. Contact Gary Andreesakis (602) 869-9644 or 1-(800) 528-7995. (232/35NWX)

Service Writer Wanted
Some experience necessary. Good pay. Excellent benefits. Call Jim Bowling WHITTIER HONDA (213) 698-0065. (232/35)

Retail Salesman
Experienced floor/counter salesman needed for volume retailer. Product knowledge required. Full or part time. Contact Alan (818) 782-7227. (230/TFN)

Commission Paid
To experienced mechanics in large volume Orange County dealership. Apply in person, Honda Kawasaki BMW of Mission Viejo, 26371 Avery Parkway, Mission Viejo, CA. (224/TFN)

Service Manager
Working service manager with own tools, three years minimum experience on the dealer level. Self motivated, knowledge with Suzuki helpful. Excellent pay for the right individual. Contact Vic, ORANGE COUNTY SUZUKI, Costa Mesa, CA. (714) 646-2428 for appointment. (227/TFN)

HONDA mechanic/assistant service manager. Must have minimum 2 years experience, certificate and/or equivalent. Excellent benefits and working conditions. Call Fred or Jim, Oasis Honda, Palm Springs, (619) 324-5633. (334/35NWX)

Kawasaki Service Manager
Here's your chance to relocate in sunny southern California. Year round work in busy LA area. Excellent pay and insurance benefits. Must have 3 years Kawasaki dealership experience. HURRY, immediate opening. COVINA KAWASAKI (818) 967-4181. Ask for Mel or Bud. (234/37)

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Must have background in motorcycle mechanics. Job includes working on motorcycles, ATV's and new products. Must be willing to work long hours and some weekends. Tools required. Mail resume to: DG PERFORMANCE, 1230 LaLoma Circle, Anaheim, CA 92806. No Phone Calls Accepted. (230/TFN)

Salespersons Wanted
Ixion, an extablished Distributor/Importer wants hard-working sales reps; many prime areas open, join a good group of people. Ask for Norm. CA (800) 821-4989, US (800) 854-1060. (228/TFN)

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Degreed Mechanical Engineer, amateur road racer seeks employment with performance R&D or racing oriented concern. Bikes are my life. I'd like to make them my living. All possibilities considered. (615) 793-6262. (3/34/36NE)

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Experienced Honda line mechanic. Permanent position, with one of the BEST pay plans available! All company benefits. $30,000 PLUS, if you're professional! See Service Manager for details. LONG BEACH HONDA, (213) 423-1433. (233/35)

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South Coast Honda
Has positions cvailable for full-time partspersons. Wages based on experience and qualifications. Also interviewing for experienced mechanic. Honda preferred but not necessary. Contact Jim Sharp at (714) 957-1966. 3001 S. Main St., Santa Ana, CA 29707. (235/36NWX)

Retail Accessories Sales
Full-time. Apply in person. 1756 E. Colorado Blvd., Pasadena or 17730 Sherman Way, Reseda. (235/37)

Experienced Honda Mechanic
At least five years experience in Honda dealership. Permanent year-round position in Sunny Central Washington. Call WENATCHEE HONDA. Ask for Gary Hegge (509) 663-0075. (235)

Yamaha/Kawasaki Partsman
Must be experienced in motorcycle parts. Good pay and benefits. Call Jim Hayes at BEAUMONT YAMAHA/KAWASAKI (714) 845-4882 or (714) 845-6901. (234/35)

Sales Manager Needed
Excellent commission, 5 day week. Call for details. MARINA SUZUKI, 12973 Washington Blvd., Los Angeles, CA 90066. Near Marina Del Rey. (213) 306-8595. (234/37)

Honda Cycle Dealer
Parts manager, parts counter, service writer, Spanish-speaking salesperson. Write: P.O. Box 9054, Glendale, CA 91206. (235/38)

Honda Motorcycle Mechanic
Needed. Must be certified or close to certification by Honda. No lay-off in winter months. Ron Jensen, BARBER HONDA, 3650 E. Main St., Ventura, CA 93003. (805) 642-0276. (335/36NWX)

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Colorado Ski Country
Big four dual line dealership for sale. Minimum investment required. Call (303) 879-0167. (132/36NWX)

DUAL BRAND Dealership available in ARIZONA's fastest growing city. Others available in Phoenix area. Call Reuel at FIRST PHOENIX INVESTMENTS. (602) 234-0526. (235)

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Road Race Styling. Handcrafted fiberglass. Imron matching color with graphics, $249.95 complete at your dealer. TARGA ACCESSORIES, Irvine, CA. (714) 472-1022. (235NWX)

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There are cheap imitations available but for the absolute finest in hand protection join the top National riders who insist on Bark Busters. See your dealer or call PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (2/27/ALT/TFNNE)

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Chrome spoke 15 inch 5 bolt, good condition. Includes centers, lug nuts and 3 good, 1 bad tires. Mounted, take all, $75. Call eves. (714) 645-7547. Leave message. (535/38)

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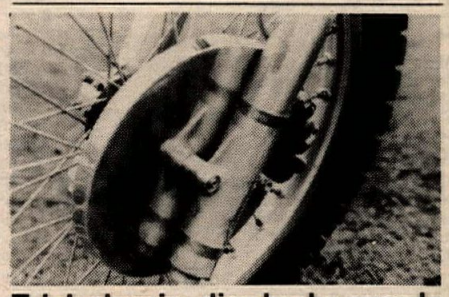

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Power steering, air conditioning, cruise control, captain seats, sleeper. Last one, $7900. (818) 915-2090, 10am to 6:30pm. (235)

Maico Parts
Two '83 Maico Motoplat ignitions, $60 each. '83 490 cylinder, $30. '82-'83 Maico air filters, 2 for $10. '81 Maico 250 MX, excellent shape, $400. Phone (712) 336-5512. (3-35NE)

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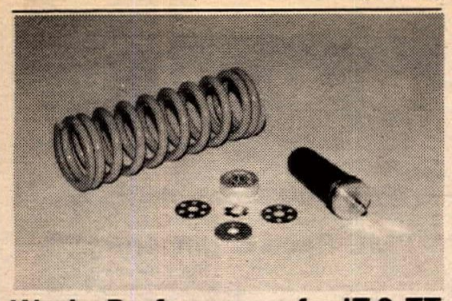
Rare 120 HP European Model. One new in crate, one used. 1,000 miles, $5900. (213) 539-0224 or (213) 515-6691. (335/38)

'82 495 KTM
Set up by ProCycle. Stored one year, absolute mint condition. Three rail Zeiman Trailer used twice. Both for $1595. Must sell!! (714) 599-3475. (334/35)



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Cycle, Jet-Ski, ATC Buggy, auto. NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS. Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

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2 1980 Jr. XR750s
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'83 KTM 420MXC
Like new. Enduro, cross-country ready. $1650/OBO. Rick (408) 262-8442. (334/37)

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Has the carb, electricals, and manifold. Seven races. Fresh. Call Sammy Potter Natl. #62. (405) 789-6828, (405) 947-4972. (134/35NWX)

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500 Interceptor and 1984 250CR, 1983 250CR, new cylinder and piston, excellent condition. (213) 540-0958. (134/35)

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Excellent condition. Set up by ST Racing, $875/OBO. (714) 980-5312. (134/46)

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Low hours, two tanks, showroom condition. $1300/OBO. Days (818) 792-2261, Eves. (818) 577-7516. (134/45)

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As part of an advertising test, *Dunlap Tent Mfg.* will send any of the above size tents to anyone who reads and responds to this test before the next 30 days. Each tent is constructed of extra tough high density fabric, lightweight, urethane coated, rip stop nylon and meets all (CPAI-1984) rigid tent specifications. All tents are dome type, water-proof, mildew-proof, fire retardant, great for hot to freezing temperature, well ventilated, mesh windows and a zippered door with storm flap and are recommended for camping, fishing, backpacking and housing. The floor is of equally heavy duty fabric to resist cold, moisture and all other elements. All poles are specifically mounted on the outside and designed to give rigid strength and plenty of extra room inside while awake or sleeping. Each tent will be accompanied with a **LIFETIME** guarantee that it must perform 100% or it will be replaced free. Add $7 handling & crating for each tent requested. *Dunlap Tent Mfg.*, pays all shipping. If your order is received within the next ten days, you will receive a combination, heavy duty tent and frame carrying case for each tent requested. Should you wish to return your tent, you may do so for a full refund. Any letter postmarked after 30 days will be returned, LIMIT three (3) tents per address, no exceptions. Send appropriate sum to: Tent Dept. #445, *Dunlap Tent Mfg.*, 2940 W. Pico Blvd., Los Angeles, CA 90006 or for fastest service from any part of the country call 1-800-824-9988 for Tent Dept. #445 (Calif. residents call collect 213-735-9363) before midnight seven days a week. Have credit card ready.

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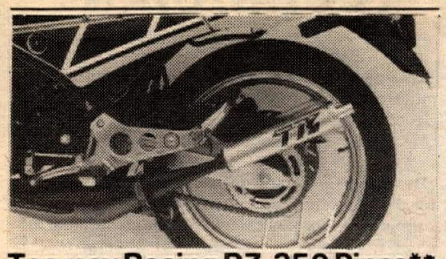

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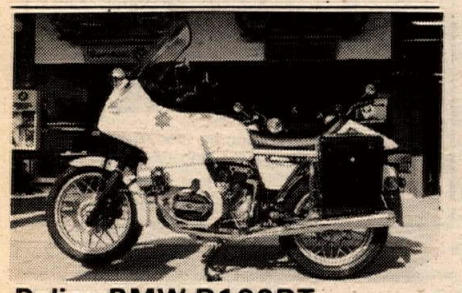

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Slicks, treaded rains & intermediates to fit bikes from 125cc-1000cc for road or drag racing. For more info contact: D.E. MACHINA, 441 11th St., Brooklyn, NY 11215. (212) 499-4416. (2/29/EOI/TFNNE)

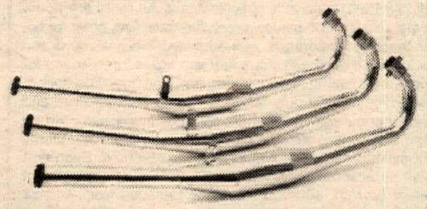
Ultralite DMC Works Minibike

As raced in Ponca City by Ward Bassett and Eddie Hicks. '84 YZ80, aluminum frame, aluminum swingarm, lightened and drilled disc front brake, billet aluminum triple clamps, DMC aluminum muffler, DMC pipe, titanium axle, titanium pivot, titanium bolts, billet 7075 aluminum shock link, DMC long travel shock, DMC trick ignition. Many extra parts. $3500. John Bassett (714) 633-2899. (134/35NWX)

'57 BSA Clubman Special

Gold Star 500cc. Perfect condition. $8700, Al Krauk, (818) 785-4819. (134/35NWX)

TNT Chambers



KAWASAKI triple and YAMAHA RD silenced street chambers, $179.95 and $129.95. For ordering only call (800) 821-7239. For technical information call HOT BIKE ENGINEERING (415) 657-3864. We ship UPS/COD. (215(34)NWTFN)

'83 RM250D Suzuki $950

Excellent condition, DG pipe, Boyesen reeds, etc. $950/OBO. Call (619) 245-8957. (134/35)

NEW RIP OFFS allows only clean air into airbox. 2 per package: $16.25. AT YOUR DEALER, or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330 (714) 674-4335. (207/EOI/TFN)

TZ250J Rolling Chassis

EPMs, Brembos, new "H" barrels, cranks, heads, and much more. (619) 440-0214. (134/35)

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Fully lined and padded jacket and pants. Red with white and blue stripes. Jacket size 42, pants size 36. Excellent condition. Over $400 new! Will sell for $250. Eves, ask for Mike (206) 653-4234. (334/35

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Russ Darnell MX School

August 13-17 Rio Bravo, Houston, Texas. August 20-24 Indian Dunes. August 27-31 Saddleback. (714) 980-3212. (226/TFN)

'83 Yamaha TT600

Perfect condition, 200 miles, injury forces sale. Extras, $1700. After 6 p.m. (213) 352-9612. (334/35)

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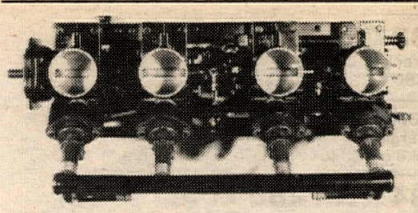
The hottest and most simple front fork modification with multi rate Spring Kit as tested in the May issue of Motocross Action and Motocross Magazines. The choice of most Pro Riders today. Available for 33 to 43mm forks. $49.95 Visa/MC or COD. Ask your dealer or call, ATK Leitner Corp 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114, call toll free outside CA. (800) 854-4023. (225/EOI/TFN/NW)

Kawasaki Triple Crankshafts

H2's rebuilt, $175 exchange; H1's and all others, $150 exchange. Call (205) 677-7141 after 4 p.m. CST or write: Damon Kirkland, Rt. 3, Box 224-A, Dothan, AL 36301. (3/32/EOI/39NE)



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Pro-Flow Fuel injection for the Kawasaki 81-84 GPz 1100 & 80 Classic, 396.90 exchange, 14.7 H.P. improvement. *Distributor for: A.P.E. Manley, Wiseco, Andrews & Murray 1-(800) 222-7761, send to 3700 S. High, Okalahoma City, OK 73129. (213/EOI/TFN)

'84 CR250 Honda By JSE

Why pay more? This one is race prepped by JSE and very fast for only $1650. (408) 476-2621. (134/37NWX)

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Team Suzuki race vans. Sleeper, alarm, water tank, 40 gallon gas tanks, power-steering, air-conditioning, cruise control and much more. $9500 each. Contact Dan at SUZUKI OF VAN NUYS (818) 994-2800. (233/TNF)

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Ceriani, Fox, Grimeca front & back, Kennedy wheels, $1,500. (515) 285-7810. (1/34/37NE)

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Complete bike less engine, instruments, and electronics. Good condition. Red. Will only sell as a complete package. $900. (213) 820-8011. (333/35)

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GlasMask Bras — Protect your bike with the highest quality, best fitting bra available. Nylon mesh protects headlight. All weather automotive quality vinyl is double stitched for unmatched durability. Smoke Screen windscreens are made of distortion free acrylic and DOT approved. Available in Standard or Tall. GlasMasks available for Kawasaki GPz's, Suzuki ES's, and Yamaha FJ's, $29.95. Smoke Screens available for Kawasaki GPz's and Yamaha FJ's, $44.95. From your Lockhart Dealer, LOCKHART, 15717 Texaco St., Paramount, CA 90723. (213) 630-4621. (233/36)

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Racers RM80D fully prepared to make your eyeballs sweat. R & D engine mods means bike is fast! Long list of extras. Orange $600/OBO. (714) 750-3431 (134/35)

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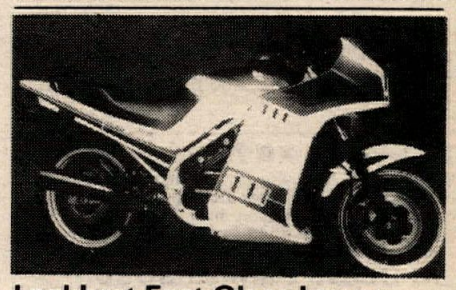

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September 16th is the date for our next race date with a special 750cc Superbike MAIN EVENT with $450 purse. Plus additional attraction — The Nevada Yamaha 600cc PROD RACE with $250 purse. Super trophies. Lots of racing in fabulous LAS VEGAS. All current Road Racing Licenses accepted. Information call Bear at (702) 384-5029. (133/35)

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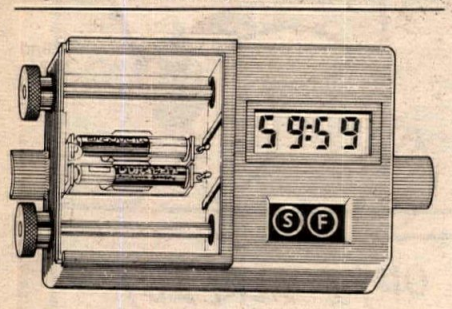
'83 GPz 750
Wrecked but repairable, $1700/OBO. (213) 322-1386. (135)

BIMOTA REPLICA powered by 550cc turbo-charged Kawasaki with inter-cooler, $11,500. Call Mike or Bill (619) 565-6780 after 5 p.m. (335/36)

'84 KTM 250 MXC
Ridden 5 times, like new, immaculate condition. $2000. (818) 342-4424. (335)

Superbike — Suzuki GS1100EX
Very clean. Lots of extras. Best buy. Must sell!! 1981 with 13,000 miles. $1500/OBO. Call evenings or weekends. (714) 525-8059. (334/35)

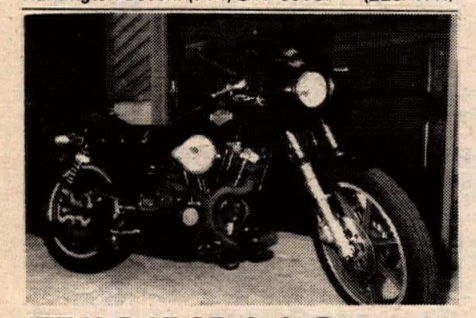


THE COMBO $109.95, clock only, $99.95, clock only, $99.95. 24 MPH Pacer, $129.95. Rollchart holder, $19.95. Shipping included. Dealer inquiries invited. COUNTDOWN (818) 348-8381. (223/EOI/TFN/NW)

CZ — Jawa — Babetta
Parts & accessories. JB CYCLERY, 17468 Road #25, Madera, Calif. (209) 674-4788. (227/31/35TFN)

MPS Mixture Control Unit
Offers adjustability to fuel injection on GPz1100. A must with a header. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry FL 32707. (305) 695-2154. (222/EOI/TFNE)

Pro Rider Service/Accessories
Huntington Beach. (714) 841-0368. (220/TFN)



'77 H-D XLCR Cafe Racer
Excellent condition, only 3074 made, 6500 miles, $3995. (503) 642-2138 or (503) 345-2185. (135/37)

Yamaha RZ500
90 horsepower, 2-stroke, 4-cylinder RZ500 with solo seat. Read September Cycle Guide. $5995. (213) 530-6568. (333/34)

'84 KTM 250
Excellent condition W/P fork kit, reworked rear shock, engine completely rebuilt with receipts. Still needs break-in time, $1800. (714) 685-6578. (135)

Never Raced
CZ 250 1974, runs great, $150/OBO. (213) 322-1386. (135)

Bike Trailer
FOR SALE: Three rail bike trailer, $225/OBO. Call (714) 598-8240 after 6 p.m. (135)

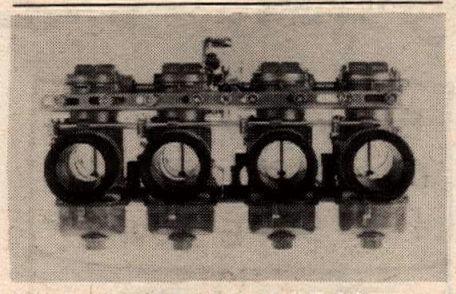
'83 KTM 495MXC
Shock and fork mods, many extras, $1200. (406) 652-3197. (135/36)

★Attention Honda CR Owners★
A zerk fitting for your CR suspension linkage is now available from SUMMIT ENGINEERING. Includes parts, seals, tap, drill, instructions, $19.95. SUMMIT ENGINEERING, 1212 N E Ravenna Blvd., Seattle, WA 98105. (206) 522-6405. (135)

'84 Honda CR500R
Good condition. Must sell fast, $1500/OBO. Call Bill (619) 345-5787. (335/36)

'83 Honda XL200R
Ridden once, 80 miles, perfect condition, $1095. (714) 846-8288. (135/36)

'84 RM125E Suzuki
Showroom condition, excellent shape, rode few times, new Metzeler tires. Must sell, $1200. (714) 737-9729. (135)



Ninja ★ FJ1100 ★ GS1150
CR special 33mm carbs available now! Up to 15% instant horsepower gain with stock pipes. Great performance from bottom to top end. CR-S equipped Ninja took AMA Dragrace record with 10.53, 126.58 mph, top speed achieved 154 mph. Your bike deserves the best! Available for other models. $495 with adapters. (818) 766-7101. (134/36NWX)

'84 Kawasaki 750 Turbo
Completely original, in showroom condition, well-maintained. New baby forces sale. The last and best of factory turbos. $3800. (619) 757-2805. (335/36)

*** '82 Suzuki RM465Z ***
Lots of extras, $850. Suzuki RM250C-2, $500. 3-rail trailer, can be used for ATV, $300. Let's deal!! (213) 286-0730 after 5 p.m. (335)

'83 Suzuki RM250
Box stock, great condition, $1000. (714) 499-3555. (335/36)

'84 Honda CR500
All set up. Only 10 hours use. Consider trade for equal CR250, $1750. (714) 499-3555. (335/36)

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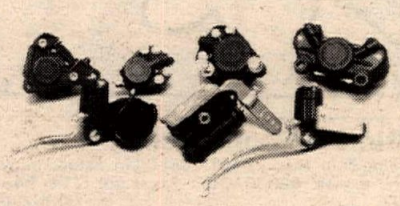
MAKE a living too!! Call me at DYNAMIC RESUME SERVICE to up-date or create your most attractive resume. Susan Hardenberg, 15723 Vanowen Street Suite 336, Van Nuys, CA 91406. (818) 786-9227. (335/36NWX)

'83 Yamaha TT600
Less than 300 miles, ProTech pipe, $1650. Day (818) 700-1848, Eve. (818) 882-2046. (335/36)

500RZV Yamaha
Alloy frame street racer. Call for price. Must sell urgently. (714) 631-0430. (135)



Grimeca Brake Components
Available at STORZ PERFORMANCE, 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (235/50NWX)

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Jawa 2-valve. Clean. $1000. (213) 830-5477. (135/36)

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'84 Honda VF750 Interceptor
800 miles, excellent condition, must sell. $3800/OBO. (817) 283-5282. (135/36)

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Seal Kit for 1983 and 1984 Countershaft leaks. Install in 15 min. Lakely Engineering, 319 South Navarra Dr., Scotts Valley, CA 95066, $21 plus COD. (408) 438-2289. (135/36)

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Good condition, new tires, brakes, $1250. w/many extra new parts, $1450. (805) 835-1262. (135)

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Wheelsmith revalved shock, ATK fork springs, Z-Products performance pipe, Aluminum silencer, excellent condition. $1195. (714) 775-5928. (135/38)

'83 CR480R Xlent Condition
New K690s front and rear, Simons fork kit, new top end, many extras. $1200. (619) 446-7212. (335/36)

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Extra gearing, MS skid plate, Boyesen reeds, Desert play bike, Excellent, super clean, asking $1350. After 6pm (805) 492-6305. (135)

'83 Maico 490 Spider
Professionally prepared, seldom ridden, like new, never raced, extras, old-timer owned, $1300. (213) 328-2924. (135)

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Will also buy any Sprint 250, 350 dirttrack equipment. D.M. Best (713) 641-0323 or (713) 522-2449. (134/37NWX)

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Our 1-year program features low tuition, financial aid, excellent facilities and job placement assistance. New session begins October 3, 1984. Contact SOUTHEAST COMMUNITY COLLEGE, 8800 "O" St., Lincoln, NE 68520. (402) 471-3333. (213/35/NW)

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Wear leathers, gloves and boots worn by Kenny and Freddie. Substantial savings from retail, club racer discounts, call (818) 574-7625. (332/35)

'81 430XC Husky
Immaculate. New clutch and trans. $795/OBO. (213) 378-7564. (334/35)

* '82 CR250R Factory ST *
Champion frame, Grimeca Brakes, Lectron, Barnes, RS shift, extras. Fast and dependable. $1600/OBO. (916) 989-5753. (133/35)

New Rifle "Nightflight" Fairing
Designed for Honda Nighthawk, Shadow, Magna, Sabre, and Ascot. 14½" wide, 3 lbs., tinted windshield. Black or silver: $79.50. Colormatch: $89.50. Available through your local dealer. RIFLE FAIRING, Rt. 1, Box 8, Paso Robles, CA 93446. (805) 239-4235. (216/NW/TFN)

**** Hodaka Parts ****
Shipped ANYWHERE! UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 643-8340. (234/NW/TFN)

Bates Two-Piece Leathers
Worn twice, falttrack/speedway. Fits 6'2", 230 lbs. $200/OBO. Tom (714) 827-8567 home, (714) 774-4600 work. (135/36)

'82 Husqvarna 250XC***$900
Enduro and cross-country equipped, many extras. Must sell to support road race habit. (214) 462-1756. (335NWX)

Fairing Screen Gustafsson
Your source of replacement and/or custom fairing screens. Over 300 models from A(von) to Z(ircon), including those for BMW, Honda, Kawasaki, Suzuki and Yamaha. Our newest this year fit the Honda VF500F Interceptor, Aero, Yamaha RZ350, and the Moto-Guzzi SP1000 and V65 SP. Give us a call or write if you need a replacement fairing screen or if you just want to customize your fairing. Most screens available in clear, light blue or smoke. Dealer inquiries invited; first order on letterhead, please. FAIRING SCREEN GUSTAFSSON, P.O. Box 3567, U.S. 1 North, St. Augustine, FL 32085-3567. (904) 824-2119. (2/32/TFNNE)

Husky 4STR 500TC MX
'83-'84 new factory recall just completed, $2500. (805) 482-9611 9-5 weekdays. (135/36)

'84 Husky 500AE
560 miles, up-dated, cloth. assy., excellent condition. $1995. (408) 475-3619. (135/36)

TZ750 Road Racer
Race ready. Many spares, new cranks, tires, two extra tanks, Lectrons, North pipes. Also race trailer with enclosed storage. Call Dennis Schoenfeldt, day 1-(800) 231-1440, (713)392-7311. (335/36NWX)

'84 FJ1100
Showroom condition, 2000 miles, custom painted wheels, forks, and brake parts. Must see this one! $5200. (818) 341-8550. Leave name and number. (135/36)

'83/'84 Husky 430WR
1984 frame, seat, tank, etc., with rebuilt 1983 430WR motor. Also has long travel forks, Mossberger reed, Answer spark arrestor, and skid plate. Great enduro bike! $1700. (805) 544-9407. (135/36)

'82 XR250R Honda
Good condition. Must sell, super reliable. White Bros. pipe. Only $795. (213) 821-9766. (135)

84 CR125 Hon-84 CR480 Hon
Injury forces sale. CR125 $1200. CR480 $800. (805) 758-5837. (335/36)

Kawasaki Riders Wanted
Looking to sponsor MX riders. All classes for upcoming season. Join Team Green. Call Tom (602) 969-9610. (335/37)

★ Summer Clearance Sales ★
Used '83 RGS1000, perfect condition, $4495: '82 1200 Mirage with cams and pipes, like new, $4595: '78 1200 Laverda with cams and pipes, $2595: '75 Laverda 1000 good condition, only $1595: '74 Laverda 750SF $1495. BMW 1000 with sidecar. Must see! Was $3495, now only $2595. EUROPEAN CYCLE SPEC. (714) 530-2712. Garden Grove, CA. (235/37)

Ultimate Four-Stroke
Moving sale. Husky 510TX $5500 invested, many, many extras. $3000/OBO. Must go! (714) 545-0837. (335/36)

Targa GPz Sport Cowling
Handcrafted fiberglass with color matched finish. ZX550/750/1100. $189.95. Complete at your dealer. TARGA Accessories, Irvine, CA, 714/472-1022. (235NWX)

Italian Twin Headlamp
Frame mount, ¾ fairing, Endurance racing style, Black with gold trim, Brackets for Ducati 900SS, Too exotic for me! $200/offer. Call eves. (303) 694-6229. (135)

21' SMUGGLER camping and motorcycle trailer, carries 4 bikes, sleeps 6, self-contained, air cooler, awning, storage box and much more. Excellent condition, $3500. Call Dennis (213) 746-3700 or (213) 307-1918. (135)

'84 KTM 250MX For Sale
Other new KTMs in stock. 125MX and 250GS. Call for the best prices on KTMs. NICHOLAS CYCLE, Essex, Iowa. (712) 379-3644. (135NWX)

'84 Kawasaki KX125
Used, excellent condition, $1100. Tim (714) 646-1415. (235)

★★ 1977 Maico ★★
New top end, chain and sprockets, gas shocks, new cables. Must see to appreciate. $500/OBO. (213) 432-0143 or (213) 429-8672. (135)

'75 Rickman Kawasaki
Built 1200cc. Morris Mags, extra glass set, custom exhaust, street legal, $4500. Morris WM8-18, $200. Bassani superbike pipe for 1100 Suzuki, $150. (213) 316-8423. (335/36NWX)

'81 Maico 490
Very clean. New upper and lower end. $750. (619) 244-5735. (135)

'74 Moto Guzzi 850
Semi-cafe $700. Four 250 CZ dirt bikes. Call for details. (213) 863-0332. (135)

Rickman Triumph 650
Street Metisse. Disc brakes front and rear. Clean, $1700. (818) 998-5479. (335)

Bultaco — Hodaka Parts
Large supply, UPS, COD, BAY AREA CYCLE. (213) 649-1700. (219/TFN)

'82 Honda Odyssey
Loaded with extras, including full roll cage, Mitchell wheels, electric start, competition seat and more. Excellent condition. $1195/OBO. (805) 252-9281 or (818) 361-7173. Ask for Tim. (335)

White Bros XR500
'81 with trick White Bros. engine and suspension (both ends). Built for enduros, many extras. Day (213) 498-3345, Eve. (213) 425-1703. (335/36)

'82 Yamaha YZ490
Ridden one year, skid plate. $1000. Eve. (213) 869-3109. Day (213) 296-1887. Ask for Jim. (134/35)

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Relive the excitement of world famous motorcycle races! Road, Motocross, Feature Movies. Dealers welcome. HALMAR, PO Box 474, Lewiston, NY 14092. Phone Now! (416) 356-6865. (230/EOI/05)

1982 HUSQVARNA 430XC Stock. In excellent condition. Great trail, desert or enduro bike. $1200. (714) 351-4046. (134/36)

'72 650 BSA Flattrack
Trackmaster frame, track pipes, Mikuni carbs, Bendix points, street converted, excellent, $900. (415) 462-9527. (135/36)

★★★ '83 Interceptor ★★★
Some custom work. Very fast! Must see to appreciate. $3500 firm. (213) 774-3571. (334/36)

1984 Suzuki RM125E
R&D engine and suspension mods. Like new. Runs great. $850. Also '82 R&D Suzuki RM125 $450. Many extras. (714) 525-6132. (332/35)

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